

# Hawaiian Gazette.

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WHOLE NO. 215.

## Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS.

W. N. ARMSTRONG, EDITOR.

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## TO PLAY FOOTBALL

University of California Eleven  
Want to Come Here.

### LETTER TO MANAGER CRANE

College Eleven Will Come Here or  
Pay Expenses of Honolulu  
Team to California.

Football should have a boom in Honolulu for the balance of this year and Manager, Chas. Crane of the Honolulu eleven had little sleep last night through thinking over a letter he received by yesterday's mail. This was nothing more or less than a flat-footed proposition of the University of California eleven to come to Honolulu in December or early in January or to pay the expenses of a Honolulu eleven to go to California.

The letter is from Irwin J. Muma, manager of the University team, and is as follows:

Berkeley, Cal., Oct. 1, 1899.  
Manager Honolulu Football Team, Honolulu, H. I.—My Dear Sir: Would you consider the proposition to play the University of California a game of football at Honolulu late in December, 1899, or early in January, 1900? Ours is the champion team of the Pacific Coast for 1898 and probably 1899.

I notice that Mr. Church, formerly of Princeton, is with you. Messrs. Cochran and Kelley, our coaches, are both Princeton men.

Will come over on an expense guarantee.

Awaiting an early reply, I am, very truly,  
I. J. MUMA,  
Manager.

Manager Crane will consult with prominent football men during the day and a meeting will probably be called to set on the proposition. He is highly in favor of getting the University team to come to this city, as a stronger team could be got together to meet them than if a Honolulu eleven was sent to the Coast. As all the University manager asks is a guarantee of expenses, there should be enough football enthusiasts here to close the arrangement at once.

A visit from the Pacific Coast champions would do more to boom football in this city at the present time than any other proposition that could be imagined.

The California eleven is a very strong one and would be very hard to beat. Irwin J. Muma is its manager; James R. Whipple, captain; Garrett Cochran, coach; Addison W. Kelley, assistant coach; Albert H. Lean, trainer.

### THE WORK IN SPAIN.

Aid Promised for the National Institute for Girls.

At the prayer meeting of Central Union church Wednesday evening the hour was devoted to the consideration of "The National Institute for Girls in Spain" founded by Mrs. Wm. H. Gulick. Mrs. W. F. Frear opened the discussion with a very interesting and effective address. She explained the importance of the work and its opportunity for future success and enthusiastically showed Hawaii's privilege of aiding this institute in securing grounds and buildings.

Rev. W. D. Westervelt followed with a short but earnest address on the far-reaching influence of Hawaii both past and present, and its present electric touch stimulating this educational movement in Spain. He reported nearly \$1000.00 paid and pledged besides larger subscriptions. Of course no one expected Hawaii to raise a sufficient amount to satisfy the needs of this school. A generous, kindly interest would be shown in small as well as large contributions.

Rev. O. H. Gulick was called upon and responded feelingly concerning the appropriateness of this offering. Mr. Lyle Dickey mentioned the excellent Christian Endeavor work accomplished in Spain by the young people from this institution. Contributions can be reported to Miss Caroline D. Castle, Honolulu.

### WIRE TO DAWSON.

SKAGWAY (Alaska) Sept. 29, via Seattle (Wash.), Oct. 3.—The Canadian Government telegraph line was completed to Dawson yesterday. The Dominion line branches from Bennett to Dawson and the wire of the White Pass and Yukon Railroad cover the distance between Skagway and Bennett. The first message was to the Minister of Public Works at Ottawa.

## RESULT OF TWO YACHT RACES

Light Baffling Breezes Interfere  
With Good Racing—Yachts Do  
Not Finish in Time Limit.

NEW YORK, Oct. 3.—The Shamrock, towed by the tug Lawrence, was the first of the yachts to start the Hook bay. She arrived at the starting buoy off the east end of Gedney's channel at 9:45. The crew began once to hoist the mainsail, and at 10 o'clock the yacht filled away on the starboard tack under jib and mainsail.

On board the Shamrock beside her captain, Hogarth, and Wringe, were Vice Commodore Sherman Crawford and Hugh McGill Downey of the Royal Ulster Yacht Club, sailmaker Ratsey, Navigator Hamilton and Henry F. Lippett, the last named representing the New York Yacht Club.

The Columbia, meanwhile, under jib and mainsail, on the port tack, came reaching out for the lightship at 10-knot clip. She passed close under the stern of the Shamrock at 10 o'clock and stood on to the eastward. On board the Columbia, besides C. Oliver, captain, and Mrs. Iselin, were Captain Henry Woodbury Kane, Herbert Leeds, Newbury Thorne and Hugh Kelly, secretary of the Royal Ulster Yacht Club, representing that club on board the Columbia.

The wind at this time was northeast by north, blowing about twelve miles an hour. Both yachts set their club topsails at 10:30, the Columbia's men handling their sails smarter than the others. At 10:45 the committee boat, Walter Luckenbach, in charge of S. Nicholson Kane, came to anchor, a cable length west of Sandy Hook buoy, and immediately hoisted the compass signal, signifying that the course would be south southwest. Two minutes later the Shamrock's crew rigged their spinnaker boom out to port, all ready to set that sail.

### SHAMROCK FIRST AWAY.

Promptly at 11 o'clock the preparatory signal—a blue peter—was seen on board the committee boat. At the same time a tug started to lead off the course of fifteen miles to leeward. During the interval of fifteen minutes between the preparatory and the starting signals, the skippers of both yachts maneuvered to the northward of the starting line. Both stuck close to the lightship and five minutes before the starting signal the balloon jib topsail was set up in steps on the Columbia's stay. The Shamrock sent up a No. 2 topsail about the same time.

At one minute before the start the Shamrock was approaching the line from the eastward and the Columbia from the westward. When thirty seconds were left the Shamrock, which had been coming for the line with boom to port, gybed to starboard just as the Columbia, with boom to port, rounded the west end of the line and began easing. Captain Hogarth, however, had his boat several lengths in the lead, and, just as the signal was given he gybed the Shamrock again, crossing the line 37 seconds after the signal. The official time of the start was:

SHAMROCK 11:15:37.  
COLUMBIA 11:16:20.

The Shamrock had the best of the start by 43 seconds.

As the Columbia crossed the line she broke out her No. 2 jib topsail. At 11:17 the Columbia's spinnaker blossomed out to port and she began at once to overhaul the Shamrock. For some reason Captain Hogarth did not see fit to set the Shamrock's spinnaker until four minutes after the Columbia had set hers, but as soon as it was set the emerald-hued boat began to hold her own with the Columbia, the yachts being then not more than three lengths apart. At 11:35 the Columbia's bowsprit was just overlapping the Shamrock's starboard bow, the latter having the off-shore berth, but she was unable to hold that position long.

In eight minutes the Shamrock, which seemed to hold the wind better, had pulled out fully five lengths ahead of the Columbia and seemed to be gaining every minute. Both yachts were heading considerably to the westward of their courses, and at 12 o'clock the Shamrock, which had been steadily gaining, was quite an eighth of a mile ahead of the Bristol boat.

### YANKEE BOAT IN THE LEAD.

At 12:15 the wind shifted to the northwest. The Columbia, being the inshore boat, caught it first. The crew took in the spinnaker shortly. Captain Hogarth gybed to port, trimmed 45° to the starboard, and began to haul in the spinnaker. In just five minutes the Columbia had walked past the Shamrock and was the inshore boat. Captain Hogarth gybed the Shamrock after taking in the spinnaker at 12:18. They set her spinnaker to starboard at 12:30, but only five minutes. Captain Hogarth, finding he was losing time, took the Shamrock

smartly and luffed the green sloop across the Columbia's wake, taking a position on the starboard quarter.

The outer mark was obscured by a haze, so that it was not visible from the yachts until 1 p. m. That did not matter much to either Captain Hogarth or Captain Barr, for they were indulging in a luffing match, close in on the Jersey beach, for more than half an hour. Finally Captain Barr, having the Columbia well ahead, eased sheets and kept off for the mark at 1:05 o'clock, crossing the Shamrock's bow one-eighth of a mile ahead. At 1:17 o'clock he set the spinnaker on the Columbia to starboard, and came down for the outer mark at perhaps not more than a 6-knot gait.

At 1:23 o'clock in came the spinnaker again on the Columbia, the wind having hauled back to the northward, and her boom was gybed to starboard and balloon jib topsail trimmed. The Shamrock had gybed five minutes before, but she was not gaining any up to this time. Approaching the outer mark the Columbia's crew donned the balloon jib topsail smartly, and as they rounded the mark, a float bearing a red ball with a white stripe, which had been left on the starboard hand, the big main boom swung over to port, all sheets were trimmed flat on the starboard tack and the Columbia thus began her fifteen miles of windward work.

The time taken at the outer mark as each yacht luffed around it was:  
COLUMBIA 1:37:57.  
SHAMROCK 1:39:58.

So it will be seen by the official figures that in the run of fifteen miles the Columbia was the faster, making the time in the run of the Shamrock two minutes and forty-four seconds. Her elapsed time to this point was 2:21:37; Shamrock, 2:24:21.

### SHARP PLAY FOR ADVANTAGE.

Captain Barr kept the Columbia on the inshore tack for two minutes, forty-five seconds after rounding mark, when he let her come about to the port tack, setting the baby jib topsail as she filled away. In twenty seconds he swung her about again. The Shamrock, meanwhile, stood off on the starboard tack two minutes and twelve seconds, when Skipper Hogarth put her about and began his windward work in earnest with the Bristol boat. The wind was now northeast north, and on the port tack both yachts were heading with sheets trimmed down flat within four points of the wind, which had now increased to about ten miles. It was not steady, however, and its kindness became apparent at 1:55, when it began heading off the Columbia. The Shamrock tacked to starboard at 1:58, spinning around on her heel in fifteen seconds from full to full, but to the astonishment of the thousands who witnessed the Columbia's next tack, fifteen seconds later, she swung around in the almost incredibly short space of ten seconds, timed by a stop watch.

Captain Hogarth, apparently feeling confident that by a series of short tacks he could get to the windward of the Columbia, put the Shamrock about four times in three minutes and forty seconds. Captain Barr followed suit and his nimble crew trimmed sheets just as fast as those on the Shamrock, and when they both settled down to steady work again at 2:14:50, the Columbia was still well in the lead and gaining. Captain Hogarth thought it best at 2:20 to split tacks with his antagonist, so he put the Shamrock on the port tack, thinking the Columbia would not follow, but she did, and when the latter yacht tacked at 2:21:35 she was nearly a mile dead to windward of the green boat.

During the next thirty minutes a dozen short tacks were made, the wind confining fluky all the time, until a few minutes before 3 o'clock, when the wind left the Columbia for fully five minutes. She had the inshore berth, while the Shamrock, off shore, held a breeze from the northeast. When the Shamrock, at 3:11, went about on the Columbia's lee bow, she was well ahead; that is to say, if she had gone about she could have crossed the Columbia's bow.

Between 3:15 and 3:20 o'clock the Columbia, with a few fresh puffs from the northeast, began walking up on the Shamrock, which was then nearly a quarter of a mile to windward of her, but before she could overhaul the Shamrock the wind died out again, the Shamrock continuing to hold a breeze, and by 3:25 o'clock she was nearly half a mile to windward of the Bristol boat. There was a strong tide setting to the southwest, which seemed to affect the Columbia more than it did the Shamrock.

### DECLARED NO RACE.

As it was necessary, according to the rules, to finish the race before 4:45 p. m., it soon became evident, as the

## BOERS' ADVANCE

Three Thousand British Troops  
Encamped at Dundee.

### ARMED KAFFIRS WITH THE BOERS

Petition from the Cape Assembly to  
the Queen and Mr. Chamberlain's Reply.

LONDON, Oct. 5.—The Daily

Telegraph publishes in its second edition this morning the following dispatch from Newcastle, Natal, dated yesterday:

"The Boers' advance began today with a general movement of artillery. The Boers are occupying Laing's Nek nightly and now hold the mountains to the south of Volksrust. There are no British troops nearer than Ladysmith, and preparations are being made to abandon Natal from the frontier to Glencoo.

"The inhabitants of Newcastle met today and decided not to attempt to defend the town in the event of a Boer advance in force. General Symond is preparing to evacuate within twenty-four hours. The people are crowding the trains for Ladysmith."

LONDON, Oct. 5.—Although today's news from South Africa is grave, the adherents of peace still derive a glimmer of hope from some dispatches stating that the stage of negotiations is not yet fully terminated.

The news is contradictory. Side by side with the announcement that the Boers have occupied Laing's Nek is printed a dispatch from Pretoria stating that the Transvaal Government has issued strict injunctions to the commandants that British territory must not be invaded and that Commandant General Joubert has published a proclamation threatening to shoot any man who crosses the border.

Scarcely had the advocates of peace exchanged congratulation over the announcement from the Transvaal that J. H. Hofmeyr, the Afrikaner leader, and W. P. Schreiner, the Cape Premier, and undertaken a joint semi-official peace mission and had actually started for Pretoria, where they ought to have arrived last evening, when later messages from the Transvaal capital declared that the Boer Government knew nothing of this alleged mission and that, in any event, nothing could preserve peace but the withdrawal of the British demands.

There is not a jot of evidence going to show that the burghers contemplate receding.

Up to 2 o'clock this afternoon nothing has arrived to confirm the dispatch from Newcastle to the Daily Telegraph announcing that a general advance of the Boer forces began yesterday.

Another Newcastle special forwarded later than that to the Daily Telegraph declares that all was quiet on the border last evening and that there was no sign of a Boer advance.

The statement in the Daily Telegraph's special that there were no British troops nearer Newcastle than those at Ladysmith, is obviously an error, as 3,000 British troops are encamped at Dundee.

The alleged Boer advance coincides curiously with simultaneous telegrams from various quarters regarding a Boer ultimatum and the expiration of the time limit in the evening. A distinctly serious and ugly statement comes from Newcastle to the effect that the armed Kaffirs accompany the Boer commands. This would be an absolute breach of the conditions supposed to govern warfare among civilized nations, and if true precludes scenes worse than even the gloomiest forecasts.

From other Newcastle advices it appears that the Premier of Natal has telegraphed the military authorities that they can render Newcastle no assistance, adding that if the Boers intend to attack the town, resistance would be futile and that the women and children should be sent away and the town surrendered.

An unconfirmed report says that martial law has been proclaimed in the Transvaal.

Advices from Bloemfontein say that the town, the capital of the Orange Free State, presents a most animated appearance. Armed burghers go about everywhere, although the Government still professes hopes of peace.

A special dispatch from Johannesburg says: As a natural result of the panic there is considerable lawlessness. The regular distribution of letters has ceased. The Government has commandeered all dynamite and cyanide supplies, which had been removed and placed under strict guard at various depots. A strong guard has been stationed at the frontier to prevent tampering with the water.

An enthusiastic meeting of Irishmen was held last evening in Kimberley

under the presidency of a former Mayor of the town, at which resolutions were unanimously adopted expressing disapproval of the conduct of Irishmen who sympathized with the Boers and of the course of the Irish Parliamentary party in extending sympathy and support to the Transvaal in the present crisis.

Intelligence from Cape Town includes an official denial of the rumor that the British have crossed the Transvaal frontier near Kimberley. There is a very definite feeling throughout the Cape that the delay in forwarding reinforcements is very dangerous. The public enthusiasm prevails and many are anxious to place their services at the disposal of the Government.

Some of the refugees from Johannesburg now in Cape Town are resorting to acts of violence, smashing windows, and thieving. It is expected that, although the Dutch in Cape Colony are likely to remain quiet in ordinary circumstances, they will join their brethren of the Orange Free State in case the Boers commence hostilities.

It is reported that another shipment of Rand bullion to the value of £1,000,000 is in danger of confiscation by the Transvaal authorities.

A petition to Queen Victoria, signed by fifty-eight members of the Cape House of Assembly, has been forwarded through the British High Commissioner, Sir Alfred Milner, pointing out that the petitioners, who are related by blood and through marriages to residents of the Transvaal, are materially interested in the maintenance of peace, urging the abandonment of warlike measures, "as the Transvaal is now fully awakened to the wisdom of liberal concessions," and praying Her Majesty to appoint a commission forthwith to confer with the Boers, as the petitioners are convinced that, as the present franchise act is inadequate, the Transvaal Government is prepared to make further concessions to Uitlanders. The petitioners, in closing, declare their loyal devotion to the throne and person of the Queen. Today the Secretary of State for the Colonies, Mr. Chamberlain, sent the following reply:

"The Imperial Government is not unmindful of the sympathy and interest of British subjects of Dutch descent in South Africa. One of the main objects of the Imperial policies is to secure for the non-Dutch inhabitants of the Transvaal rights and privileges similar to those enjoyed by the Dutch in Cape Colony. The Imperial Government has shown the Transvaal every consideration consistent with this object and deeply regrets that the efforts for a peaceful settlement have hitherto been unsuccessful.

"The Imperial authorities are unable to adopt the suggestion of the petitioners for the reason stated in the note to the Transvaal of September 12. In view of the refusal of the Transvaal to entertain that moderate and conciliatory offer, the Imperial authorities have been compelled to formulate their own proposals regarding a final settlement, which will shortly be communicated to the Transvaal."

The Times, in its second edition today, publishes the following dispatch from Pietermaritzburg, dated October 4:

"The wild statements emanating from Ladysmith and Newcastle that the Boers have crossed the frontier are without foundation. The British military authorities in Natal do not expect the Boers to cross the border at present unless their leaders lose control of the men."

The London edition of the Standard and Diggers' News, a Boer organ, publishes the following dispatch from Johannesburg, dated yesterday:

"It is expected that 80,000 burghers from the Transvaal and the Orange Free State will be on their respective borders this evening (Wednesday). Should the hostilities be protracted there is much fear that the Zulus, Ma-tabeles and Basutos will rise against the whites and that massacres and disasters will follow. The Zulu chiefs have been summoning their tribesmen from the Rand for weeks past."

Stories of outrages committed by the Boers upon refugees from the Transvaal continue to pour in. A bad incident occurred at Kromstad, where a detachment from a trainload of 3,000 refugees attempted to buy provisions, but were driven out by Boers armed with blackmasks.

### NO MORE MAILS.

BLOEMFONTEIN, OCT. 2.—The Landroef of Boshof telegraphs that the British troops have crossed the border from Kimberley.

LONDON, Oct. 4.—The dispatch received in Bloemfontein from the Landroef of Boshof is not credited here, as it is considered extremely improbable. It cannot be asserted with certainty, but it is believed that the British proposals have not yet reached the Transvaal, and it is doubtful if they have yet been dispatched. Therefore it is considered impossible that a British advance has been ordered.

A special dispatch from Pretoria dated Monday says the meeting of the Rand adjourned at 11 o'clock in the morning, and that only a legal quorum of members was present. President Krueger, addressing the members, described the war as unjust and unnecessary, and denied that the Uitlanders wanted the franchise. Lucas Meyer, the chairman, said the real purpose of the British was "solely to gain Naboth's vineyard."

The Transvaal reply, it is reported, is now ready for dispatch and only awaits the receipt of the British note.

Continuing the correspondent says: "I understand that the landing of further troops will be regarded as a casus belli. Four members of the Government will take command of the commandos. Commandant General Joubert started for the Natal border today with his staff."

A dispatch from Newcastle, Natal,

(Continued on Page Five.)

(Continued on Page Four.)



## HONOLULU HORSES

**Afflicted With an Entirely New Epidemic Disease.**

**FIRST SYMPTOM A DRY COUGH**

**Both Livery and Private Animals Affected—Some Cases in the Tramway's Stables.**

Horseowners are becoming vastly concerned just now on account of the peculiar epidemic condition of a large proportion of their stock. In conversation last night Mr. Sullivan of the Pantheon stables said he was unable to give the trouble a name, but brought out for inspection two or three horses suffering from the new complaint. There is no running from eyes or nose and the glands of the throat are to all appearances not at all swollen and fever is not discernible, but the animal has a very distressing or hacking cough which seems to come from the throat. Quite a number of horses about town are affected by it, both in the livery stables and outside; the tramway horses and mules are also included.

Mr. Bellina of the Club stables had been approached by quite a number of anxious enquirers for advice, and Drs. Clapham and Shaw on being questioned stated that although they would ascribe the cause to climatic conditions and apprehended no serious danger, the symptoms at the present stage were new to them, and it was rather too early to diagnose the trouble. It is probable that the dusty condition of the roads both inside and outside the city limits is responsible to a large extent for the disorder, yet it is known that glanders is quite prevalent on the Coast just now and may have been brought down amongst the United States Army horses, although Dr. Shaw states there is not a case in Honolulu within his knowledge.

Whatever the cause of this new horse disease is, the fact that it is prevalent and apparently epidemic is a source of considerable alarm, and all livery stable keepers are watching their animals very closely for fresh symptoms.

### CHAMBER OF COMMERCE.

**Willaid in Making the Exhibit at Paris Successful.**

A special meeting of the Chamber of Commerce was held yesterday forenoon at which were present: Messrs. T. Rain Walker, vice-president; Jas. G. Spencer, Ed. Suhr, R. F. Lange, H. E. Wally, W. W. Hall, F. J. Lowrey, A. V. Gear, F. A. Schaefer, W. F. Allen, J. P. Cooke and Dr. Walter Maxwell. Several letters from the Government on the subject of the Paris Exposition were discussed, also a statement from the Hawaiian Planters' Association stating that the sum of \$12,000 had been guaranteed.

The Chamber repeated its offer to contribute the present Omaha Exhibit and also to co-operate in the effort to make the Hawaiian exhibit a success.

### THE ALALAUWA AGAIN.

**Schools of the Little Red Fish Appear in the Harbor.**

Schools of the small red fish, known to the natives as alalauwa, entered the harbor early yesterday morning and hundreds of native fishermen made quite a good day out of them.

At Kaula swarms of the little red fish, whose appearance is said by the Hawaiians to be a sure sign of the demise of some member of the royal house, made their appearance at Hanalei and the crew of the Ke Au Hou secured several barrels of them.

While the appearance of these fish is said to portend some national disaster, they are very good eating and are eagerly sought by fishermen of all nationalities. It is one of the very few varieties of fish in these waters that will take a hook.

### Fred Lauka.

The trouble in which this young man has become involved has been fixed up. In the Police Court yesterday the charge of forgery against him was nolle pro'd. Marshal Brown stating that it was the intention of the young man to enlist in one of new regiments.

### Funeral Arrangements.

The remains of the late John Phillips will be removed from the parlors of H. H. Williams at 2 o'clock this afternoon to the Masonic Temple, whence the funeral will take place on Sunday afternoon at 3 o'clock.

The pall-bearers will be C. B. Ripper, J. A. King, A. V. Gear, H. E. McIntyre, E. I. Spalding, W. F. Allen, J. H. Soper and C. M. White. The order of the funeral procession

will be: Police, band, Honolulu Commandery No. 1, Knights Templar, Masonic lodges, hearse, mourners, Council of State, general public.

Norman B. Gedge, as worshipful master of Pacific Lodge, will conduct the services assisted by E. I. Spalding, A. F. Gillilan and H. E. Cooper.

### The Kohala Term.

Daniel Porter, clerk of the Circuit Court of Hawaii, writes from North Kohala to Henry Smith, clerk of the Judiciary, to the effect that the term of court being held there came to rather a sudden end, the defendants in the murder cases pleading guilty to murder in the second degree. Several other important suits were settled out of court. Hawaiian interpreter John A. Bush reached Mahukona just as the court adjourned sine die.

Judge Wilder goes to Kaliua to hear a number of civil and probate cases, the people interested agreeing to pay all the expenses incurred.

## RAMON R. LALA

**Native Filipino on His Own Countrymen.**

**Says Aguinaldo Should Not be Allowed to Triumph in the Present Contest—His Reasons.**

Ramon Reyes Lala, a native of the Philippines, expresses the opinion in the "Forum" for September that it is well his countrymen should not triumph in the present contest, and that "Aguinaldo and his half-trained followers were never likely to hold their own against the discipline and rapid-fire guns of the Americans, who will give them a better rule than they can establish for themselves." Mr. Lala describes the people of the Philippine Islands as outlying branches of two widespread races of mankind—the Malays and the Negroes. The Negroes are allied to the African pigmies, who, with the dwarfs of the European continent, are suspected of being the original progenitors of the human race. They are wholly untameable, and are dying out, only 25,000 remaining in the Philippines, one of their last abiding places. They can run like deer and climb like monkeys, descending the rigging of a vessel head-first and holding on by the toes, with which they can pick up minute objects. Like the African dwarfs they use poisoned arrows. Of the Filipinos there are more than eighty tribes, numbering in all from 6,000,000 to 8,000,000. Most of them are "civilized," but some are savages. "The Filipino would rather fight a stranger than trust him. They will be restive until they have learned to know the American." The Sulus are born pirates, and have a fanatical hatred for Christians. The head-hunting Igorrotes of Luzon are brawny, powerful fellows, with some agricultural skill, who refuse to be civilized. The Spaniards were never able to subdue them. The Gaddones, of like nature, scalp or behead their foes in battle. The Mangyans of Mindoro "are a harmless, simple and confiding people, easily placated by kindness." In an article on "Irresistible Tendencies" in the September "Atlantic," Charles Kendall Adams shows how civilization is to take possession of every nook and corner of the globe. "Is it not inevitable," he asks, "that in the near future the doors that have always been shut, will be thrown wide open? Events not anticipated or desired are compelling us to throw one of them open in the Philippines, and who so open to close it will inevitably get his fingers pinched."

### HONOLULU OUTDONE.

**American Community of Yokohama Entertains 10,000 Soldiers.**

The little American community at Yokohama, consisting of forty or fifty families, has undertaken to feed and entertain in every possible way an army of 10,000. This is something never before known in the annals of hospitality. Yet half of this gigantic task is already accomplished, as we are informed by a newspaper dispatch of August 11, and the devoted hosts are full of pluck and energy to pursue it to the end. They feel amply repaid by the unbounded gratitude of the soldiers, and even the Japanese have been taught a new lesson in patriotism—Army and Navy Journal.

### JAMES REED INJURED.

Mr. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians and used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Clay Court House, W. Va. Pain Balm is unequalled for sprains, bruises and rheumatism. For sale by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

## JOHN PHILLIPS

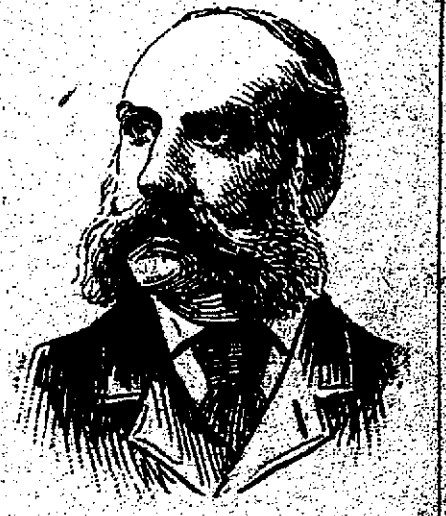
**Death of One of Honolulu's Most Honored Citizens.**

**SKETCH OF HIS CAREER**

**Funeral to Take Place on Sunday Afternoon Next With Official and Masonic Honors.**

(From Wednesday's Daily.)

After a three weeks' struggle against the inevitable John Phillips, than whom no one in these islands was more honored, passed away at 11:45 yesterday morning. Only an iron constitution and a strong determination not to give up kept him alive so long with him at the last were his son and daughter and Archie Gillilan, M. E.



JOHN PHILLIPS.

Gedge, A. B. Scrimger, J. Tucker, T. E. Krouse and J. Walker, who with his physician Dr. Herbert have been unremitting in their attention during his five weeks' illness. The cause of death was rheumatic neuralgia complicated with other troubles.

The body of the deceased gentleman has been embalmed and today will be conveyed from the residence on King street to the Masonic Temple where it will lie in state until Sunday. Arrangements for the funeral had not been completed last night but it will undoubtedly be an imposing one, not only from the very high standing of the deceased in government councils and Masonic circles but from the universal respect and high esteem in which he was held by all who knew him. And there are few in Honolulu who did not know the kindly genial John Phillips. Honest and upright in his every dealing, open-hearted and generous almost to a fault, is it any wonder that tears came to many an eye yesterday when the news of his death became known. The good that John Phillips did in this world will never be known except by the recipients of his bounty for he was one of those who did good and said nothing. It is known that he gave freely and without question and refused no one. He simply could not refuse.

While his death had been expected for weeks, few realized the respect in which John Phillips was held in the community until it actually occurred. Of a simple and kindly disposition he endeared himself to all his friends and of enemies he had not one.

John Phillips was born near Glasgow, Scotland, 57 years ago. He emigrated to Canada and later lived for a time in St. Paul, Minn., going from there to San Francisco and in 1883 came to Honolulu. He entered at once into the plumbing and tinning business with Andrew Brown who was reared in the same village with him, the firm name being Phillips and Brown. This partnership continued for several years and on Mr. Brown's retirement the business was continued by the deceased until his death.

He became a member of the House of Nobles in 1890 and continued such until the overthrow of the monarchy. In 1895 he was appointed a member of the Council of State by President Dole and was re-appointed in 1898.

He was high in Masonic honors. Twice he was Master of Hawaiian Lodge and had served Pacific Lodge in the same capacity. He was High Priest in the Royal Arch Chapter and Prelate in the Commandery. It has been said of him that he had received all the Masonic honors that could be conferred upon him in the Hawaiian Islands.

John Phillips leaves surviving him a son and a daughter. His wife died about three years ago.

The government has tendered the services of a platoon of police and the band for the funeral. The interment will be in the family plot in Nuanu cemetery, the remains being placed next to those of his lamented wife who died about three years ago.

Hives are a terrible torment to the little folks, and to some older ones. Doan's Ointment never fails. Instant relief and permanent cure. At any chemist's. 50 cents.

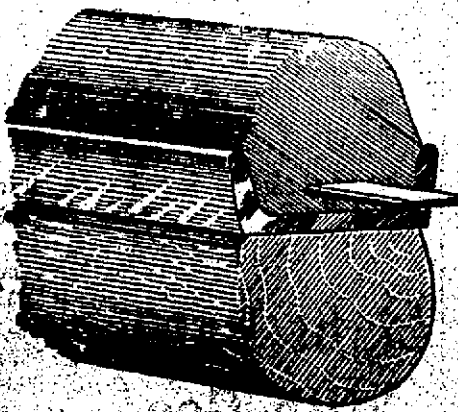
WE HAVE NOW

A HANDSOME LINE OF

**Stylish Surreys**

IN STOCK.

**Call and See Them.**



**Morgan & Wright**

Have placed the Agency for the Hawaiian Islands for their celebrated

**Rubber Tires**

with us. A distinctive feature of this Tire is that there is no space between tire and rim to allow gravel and sand to enter and thus destroy the Rubber.

**SCHUMAN'S CARRIAGE AND HARNESS REPOSITORY.**

ISLAND ORDERS PROMPTLY FILLED.

FORT STREET, ABOVE CLUB STABLES.



**THE BUNION SHOE**

MADE BY

**HEYWOOD.**

The "Bunion Shoe" is the only shoe in the world that will fit the foot with a bunion or an enlarged joint.

Plenty of room for enlarged joints, closely fitting elsewhere. This describes, in a few words, shoes made on the Bunion Last.

**Manufacturers' Shoe Store.**

Sign of the Big Shoe. Fort Street.

**HONOLULU STOCK-YARDS CO., LIMITED**

**General Commission Merchants**

DEALERS IN ALL KINDS

**Live Stock, Fowls, Feed and Vehicles**



**Bought, sold and exchanged on commission.**

Stock for breeding purposes a specialty.

Parties desiring to buy or sell anything in our lines would do well to consult us. Any information relating to same will be freely given. Correspondence solicited.

**Cocoanut Fibre**

IS NOW

USED IN

**Mattresses.**

We have just received a large shipment of Fibre direct from the factory, and are now prepared to fill orders for those desiring . . . . .

**Cocoanut Fibre**

**Mattresses.**

**COYNE-MEERTEN FURNITURE COMPANY.**

Progress Block. Fort St.

**Mail Order Department**

Write for prices and description of the articles you want in

CROCKERY, GLASSWARE, LAMPS, CUTLERY, SILVER-PLATED WARE, STERLING SILVER, RICH CUT GLASS, ART PORCELAINS, AGATEWARE, TINWARE, ALUMINUMWARE, WOODENWARE AND KITCHEN UTENSILS OF ALL KINDS.

We have a large and well-selected stock and are desirous of increasing our business with the other Islands. Your correspondence and orders will be carefully attended to.

Having a professional packer, we can always insure you against any breakage.

When our catalogue is ready, we will send you one. Write for it now stating what articles you want.

Complete outfit of CROCKERY, GLASS, CUTLERY and KITCHEN UTENSILS, including STOVE, \$50.00

Sets of Crockery in four patterns, 55 pieces . . . . . \$7.50

Fine Blown Tumblers . . . . . 75c doz

Ordinary Tumblers . . . . . 50c doz

All lines 5 per cent off if you pay cash.

You will be surprised how much you can save by sending us your orders.

**W. W. DIMOND & CO., LIMITED.**

**IMPORTERS OF Crockery, Glassware and House Furnishing Goods.**

**Sole Agents:**

JEWEL STOVES—for coal or wood. GURNEY CLEANABLE REFRIGERATORS. BEST BLUE FLAME WICKLESS OIL STOVES. PRIMUS OIL STOVES.

"FOR THE BLOOD IS THE LIFE."

**Clarke's Blood Mixture**

THE WORLD-FAMED "BLOOD" PURIFIER AND RESTORER.

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scrofula, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore Throat, it is a never-failing and permanent cure.

Cures Old Sores. Cures Sores on the Neck. Cures Sore Legs. Cures Blackhead or Pimples on the Face. Cures Scoury. Cures Ulcers. Cures Blood and Skin Diseases. Cures Glandular Swellings. Clears the Blood from all Impure Matter. From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, warranted free from any injurious ingredients, the most delicate constitution of either sex, the Proprietors solicit attention to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in bottles of 16, each, and in cases containing six times the quantity. It is—superior to all other preparations in the great majority of long-standing cases—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LITTLE & LITTLE CO., LTD., 10, Abchurch Lane, London, E.C. 4, England. Trade Mark—"Blood Mixture."

CAUTION—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes passed off by unprincipled vendors. The words "Little and Little" are engraved on the Government Stamp, and "Clarke's World-Famed Blood Mixture" is blown in the bottle WITHOUT WHICH NONE ARE GENUINE.

**CLARKE'S BLOOD MIXTURE.**

CLARKE'S BLOOD MIXTURE. CAUTION—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes passed off by unprincipled vendors. The words "Little and Little" are engraved on the Government Stamp, and "Clarke's World-Famed Blood Mixture" is blown in the bottle WITHOUT WHICH NONE ARE GENUINE.

**CASTLE & COOKE, Ltd.**

HONOLULU.

**COMMISSION MERCHANTS.**

**SUGAR FACTORS.**

—AGENTS FOR—  
The Ewa Plantation Co.,  
The Waiakam Agricultural Co., Ltd.  
The Kohala Sugar Co.  
The Waimea Sugar Mill Co.  
The Koloa Agricultural Co.  
The Fulton Iron Works, St. Louis, Mo.

The Standard Oil Co.,  
The George F. Mearns Steam Pump & Weston's Centrifugals.  
The New England Mutual Life Insurance Co. of Boston.

The Aetna Fire Insurance Co., of Hartford, Conn.  
The Alliance Assurance Co., of London.



## ALL ABOUT KIHAI

## Cause of the Big Flurry in the Stock Yesterday.

## BROKERS HAVE A BUSY DAY

Hawaiian Commercial Will Grind Kihai Cane for Ten Seasons—The Rumored Consolidation.

(From Wednesday's Daily.)

There were two very lively sessions of the Honolulu Stock Exchange yesterday and it was all on account of Kihai. On Monday afternoon there was a sale of 100 shares at \$10.50, seller 7 days, but the first sale made on the board yesterday morning was 150 shares at \$13. At prices fluctuating between \$12.50 and \$13.25 the sales of the morning session footed up 1,190 shares. Between boards a sale was noted of 70 shares at \$13.50. At the afternoon board the first transaction took place at \$15.50, the stock closing strong at \$16.25, 325 shares being sold in short order.

By the time the news of the rise in the stock reached the street orders to buy came piling in on the brokers thick and fast, and the price soon reached \$18. One would-be purchaser was upbraiding his broker on the street because he could only get 20 shares at that figure when 50 was wanted. By 5 o'clock another advance of 50 cents took place, the stock closing strong at that figure, with many brokers unable to fill orders. It was common talk yesterday that the stock would go as far as \$20 as the facts which led to the rise yesterday became more generally known.

Recently stated, these are: The awarding of the agency of the plantation to the firm of Alexander & Baldwin on a written contract for a term of years on the most favorable terms to the plantation. The entering into a contract with the Hawaiian Commercial & Sugar Company by which the latter agrees to grind all the cane raised on the Kihai plantation for the first ten seasons at an agreed price of \$12 per ton, the very best contract ever made in the islands for grinding cane. And finally the general supposition, arising from the known desires of the heaviest stockholders of Kihai plantation, that a consolidation of the two plantations is only a matter of a very few years, or possibly a very few months.

From a gentleman who is very heavily interested in the Kihai plantation and who is sufficiently close to the "inside" to obtain reliable information an advertiser reporter gleaned the following:

"About the agency. You must remember that the stockholders have never made any contract with their agents. Under a verbal agreement only have Alexander & Baldwin been acting up to this time, and it is thought by the directors that the time has now arrived to reduce this to a written one. I am unable to state how long the contract is to be made for, as I think that is to be left for the stockholders to decide on at the meeting already called for the purpose. As to terms of the contract? You would hardly have room to print them if I could get them for you, which I cannot. I can say this, however, that they are the most favorable ever made by any plantation with its agents in the islands. It is very much on the same lines as the contract entered into between the Oloa plantation and Messrs. T. H. Davies & Co., only more favorable to the plantation in many respects.

"As to the grinding proposition? It is proposed by the Kihai directors to give a contract to the Hawaiian Commercial & Sugar Company by which the latter agrees to grind all the cane produced on Kihai at \$12 per ton of sugar produced. This is by long odds the most reasonable contract ever made here. In all the contracts heretofore made the mill has always had the long end of it, as the saying goes. To a certain extent it may have in this case, but there are offsetting advantages, as you will see. The Hawaiian Commercial people agree to take the Kihai cane from the end of the portable track (they do not agree to cut it), transport it to the mill at their own expense, grind it and turn it into sugar for \$12 per ton of sugar produced. Under this arrangement you can see that it is to the advantage of the mill people to extract the very last ounce of sugar in the cane, for they get paid for the sugar they extract; they don't buy the cane, remember that. It is true, as one of our afternoon papers remarks, that if the Kihai output is 10,000 tons it will cost \$120,000 a year for milling, but I emphatically dispute the assertion that at the end of five years the \$600,000 required for a mill will have been expended and the plantation will have nothing to show for its outlay. Does interest on the money invested count for nothing? Suppose Kihai puts up a \$600,000 mill, does not that represent \$36,000 a year or more for interest alone? Deduct that from the \$120,000 paid to Spreckelsville, as well as the cost of transportation of cane from the field to the mill, and the outlay for milling the cane will be cut down to about \$5 per ton of sugar produced. Did you ever figure up how much it costs to mill a ton of sugar in the best mill in these islands? No, I thought not. Well, I have. You will find the very lowest estimate of actual milling expenses to be about \$4.50 per ton. You will say, of course, that that allows the mill \$7.50 per ton profit. It may give Spreckelsville that profit, but it would not give Kihai the same. With the agency of the Kihai mill compared with Spreckelsville, the advantage is all in favor of the bigger mill. Where the big mill could be run at a profit the little one would be run at a loss. Now that is the exact ques-

tion involved here. With the facilities which Spreckelsville now has and which it will have to further increase when this agreement is fully entered into they can mill Kihai sugar at a profit at a figure which we Kihai people would lose money on. A word as to the price. I have said it is the most favorable ever obtained, and I repeat it. Heretofore the best milling contract in the islands is supposed to be that of George N. Wilcox with the Lihue plantation. If I remember aright, he gives them three-eighths of the sugar produced. At present prices that makes somewhere about \$27 per ton. In that case the mill gets the advantage of the high price of sugar; in the case of Kihai the plantation gets the advantage of high prices. Another example: Kahuku mill bought the Halstead cane this year for \$6 per ton. How does that come out? The mill gets a ton of sugar for \$48. Add to that the price Kihai is to pay for grinding and it makes \$60 per ton, or 3 cents a pound actual cost of sugar, worth over 4 1/2 in the open market. No plantation has ever made such an advantageous contract as the one now proposed.

"How is Spreckelsville going to do all this extra work? was asked. "His milling capacity will be increased at once. It has got to be enlarged for their own crops in the near future and while they are about it they will make the mill large enough for both plantations. I understand the proposition of the Hawaiian Commercial people is to at once add three 8-roller mills to their present one. This will give them by long odds the largest mill in the world and they can produce sugar at rates so low that Kihai with its little mill would simply not be in it. With the projected improvement you will be perfectly safe in stating that the mills of the Hawaiian Commercial Company will easily turn out 350 tons of sugar a day and that means grinding 3,000 tons of cane daily. Do you think Kihai can compete with that?"

"But what about the mill the Kihai people have already contracted for?" "Well, nothing definite has been decided, but that will not interfere with the arrangements, as sugar mills are in demand. It is proposed to sell it to the Oloa plantation. If it is not as large a mill as they want, but if you will remember that when it was contracted for it was purposely designed so that its capacity could be easily doubled. Knowing this you will readily see that the mill can be made to suit the Oloa people very well. I do not know that they will take the mill, but several conferences have been had looking to that end."

"Now tell me about the consolidation scheme," said the reporter. "Well, I'll tell you what I know about it. The matter has been discussed a good deal by the big fish, the big holders of the paid up and assessed stock, but I know that the project has not yet got beyond discussion. Kihai is a new plantation and has got to be put more on an equality with the older neighbor before consolidation will take place. That the end and aim of the prominent holders of Hawaiian Commercial and Kihai is consolidation I know to be true, but the terms have not been agreed on, nor has the time arrived for it. That it will be done eventually, however, there is no doubt in my mind. All reports of any actual consolidation or agreements to that effect at this time are untrue."

## SUGAR IN PUNA.

Will be a Reality in the Near Future. (Hilo Tribune.)

The promoters of the Puna plantation have fully determined to proceed with the work of inaugurating the plantation and getting it on a working basis; their project being unaffected except perhaps in detail, by the impossibility of floating any new plantation stock upon the Hawaiian market. This enterprise will accordingly have the unique distinction among similar enterprises of the past year, in having been floated as a private affair, instead of by public stock subscriptions.

Planting of cane has already been commenced and will proceed uninterrupted. Seed cane will be brought from Oahu, so far as it is impossible to secure it in this vicinity. The location of the mill will be near the Lyman place. The Hilo Railroad Company will run a branch line to this point, by which the sugar will be shipped to Hilo. With this road will also be connected the plantation roads for the transportation of cane. The company will be organized for about \$1,800,000 upon bonds to be disposed of in the East.

## Experiment Station.

With a view to ascertaining everything in connection with the productiveness of soil in Oloa, the Oloa Sugar Company has decided to establish an experiment station on its lands. Dr. Maxwell, in charge of the Government station in Honolulu is preparing plans and whatever brains can devise and money purchase for the equipment will be obtained by the company. At this station the soil can be examined and where it is lacking in any of the essentials these will be manufactured in the form of fertilizers and put on the soil.—Hilo Herald.

## MANY THANKS.

"I wish to express my thanks to the manufacturers of Chamberlain's Colic, Cholera and Diarrhoea Remedy, for having put on the market such a wonderful medicine," says W. W. Massingill, of Beaumont, Texas. There are many thousands of mothers whose children have been saved from attacks of colic and cholera infantum who must also feel thankful. It is for sale by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

## TOWSE ON HAWAII

## Paper for Omaha Trade Exhibit.

Writes on Honolulu Saloons and American Tariff Laws—Opportunities for American Goods.

Obviously so rich a country as Hawaii is a heavy, almost extravagant consumer. The imports are growing, not only on account of increase in population, but as well by reason of the establishment of new sugar plantations and extension of the old estates. While the common labor for the fields and mills is from China and Japan very largely, the use of American or European goods is well-nigh exclusive. The Japanese are an enterprising, aggressive people at trade, but only to a very limited measure have they succeeded in placing goods in the islands. They have failed signally in beer, coal, ready-made clothing, dried fish, tea and canned vegetables. In silks and china they compete with and defeat the Chinese. For a time a Japanese wine called saké was brought in large consignments, but the local authorities wisely legislated against it in favor of California wines, and the villainous saké has all but disappeared from the list of drinks. It is a rice brew that when used cold ferments in the stomach and produces a stupefying drunk. During its run it played havoc with natives and soldiers and sailors. The Japanese warm their saké and appear to get on first rate with it. A rice brandy called samsu is used by the Chinese and no other race dares adopt it.

In Honolulu, with its 25,000 people, there are eight saloons. The Government allows no more. Half of these are owned by wholesale houses. While the duty on whiskey is \$4.50 a gallon, all the men in liquor business are piling blocks of gold on top of their fortunes. At present not a little saloon stock is brought from Germany, France and England. The duty on cigars is the uniform rate of \$10 a thousand and the American brands are rare. Smoking is cheap. Manila cigars are astonishingly inexpensive and everyone uses them. Other really cheap things in the islands are clothing, shoes and laundry. All wear tailor-made suits, cut by white men and manufactured by Chinese. The cloth is English. Shoes are cheap for the reason that the mystery of houses in the United States selling to the foreign trade lower than to home business is observed in Hawaii as in Europe. The imports of drugs from countries other than the United States are large. Enormous quantities of chemicals are used in the two large fertilizing works, and in the great amount of disinfecting done in a place with an inadequate sewerage system. It is clear, then, that when the American tariff laws are extended to the islands, the exports from the Mainland will jump beautifully, to the immediate and handsome increase of the general volume of trade of the United States. Several particular lines will be especially benefited.

There is but a single house in all Hawaii selling a decent grade of ready-made clothing, and this firm has the goods more as a side line than a leader. In the islands are any number of general stores, but nothing like a department house.

The second export of Hawaii is rice. Its cultivation is in the hands of Chinese alone, and they plant, nurture and harvest the crop just exactly as it has been handled in China for 6,000 years or more. In two years three full crops are taken off and the fourth planting is well under way. Some of the farmers pay as much as \$30 a year an acre for rent of rice-land. The soil is broken with a harrow drawn by a water buffalo. The cutting is done with a sickle and usually the threshing is done by native ponies tramping out the cuttings on a bed of cement. It is a marvel that machinery has not been introduced for the cultivation of rice, but the white men, engrossed with sugar, are content to simply mill and sell the rice for the Chinese after leaving them the land.

American cigars will accompany to the islands. American drugs, chemicals and liquors. It is but natural to suppose that in time the molasses, which is now practically refuse from the plantations, will be utilized commercially. A little of it is run back on the fields for fertilizer, but in most cases it makes a stream into the sea. With the installation of American steam plows on one of the new sugar estates is cemented the assurance that all machinery for plantations that is not prepared in Honolulu must come from the United States. Up to this year the steam plows, which cost thousands of dollars a set, have come from England. It is due to the firm of Brewer & Co. and Mr. W. C. Greer that this change is brought about. It may be that in time machinery can be devised for the cutting of sugar cane. The sticks are now hacked down by hand. Here is an opportunity for the inventor. It was in Hawaii, by the way, that the "centrifugal," which gives the raw sugar its last drying, was hit upon by a genius who still lives, but who, like all his clan, profited little by his invention.

The insurance men of the country are many and entirely capable of cane and sugar at all stages are covered against all dangers.

In Honolulu there are a number of modern retail grocery stores and a number of houses, but the general necessity of the people for such things is not met. The people are not so well supplied with small profits and a little of the foreign element of Hawaii is the student of the people's needs. On the fourth of July the Germans and Portuguese Americans in shouting for O. A. On the Queen's birthday the Amer-



The Shamrock became one of the objects of interest in the harbor of New York as soon as she arrived and cast her anchor. Pleasure boats, large and small, filled with eager sight-seers, almost constantly, in fair weather, have surrounded the cup challenger. She has been admired and applauded by cheering and waving handkerchiefs, for the average New Yorker, out for a sail, is a generous, good-natured individual, and while he hopes and expects the America Cup will remain in this country, he admires the pluck of Sir Thomas Lipton and also believes that the Shamrock is the best boat that has yet come after the cup.

cans, Germans and Portuguese doff their hats to the Union Jack. On the birthday of the German Emperor, or of Bismarck, all other nationalities join the Germans in celebrating. The Hawaiians take part in all festivities. The Portuguese, Chinese and Japanese have several big holidays every year. But the day that brings out everyone is June 11, birth anniversary of Kamehameha I, the Napoleon of the Pacific, the Hawaiian chief, who started from his small district on the island of Hawaii, and conquered the whole group and consolidated all ruling into one government.

ED. TOWSE, President Hawaiian Commission Greater America Exposition, 1899.

## MR. BISHOP REPORT.

## Upon Preliminary Reconnaissance for Kohala-Hilo Railway.

Mr. Bishop, who has been making preliminary reconnaissance for the Kohala-Hilo Railway Company, returned early this week from a trip through Kohala and Hamakua. By the last Kilauea he sent to his principals a general report of the nature of the country and the character and extent of the difficulties to be met. Mr. Bishop has no hesitation in saying that the nature of the country through this upper portion of route proposed for the line is extremely difficult. The gorges are numerous and if the road is to go to the windward of the Kohala mountains, considerable tunneling will be necessary. The heavy forest growth over large portions of the country makes inspection for choice of routes very unsatisfactory. The reports of Mr. Bishop will, however, be of material assistance to Mr. Pierson, who is shortly to arrive and make the survey for a route to be submitted to the Government for approval. All this is requisite to be done before actual work can commence; consequently the public should have no misgivings upon the question whether the road is really going through, because a thousand Italian laborers are not already on the ground and shiploads of rails are not being landed on the beach. Active work commenced with the arrival of Mr. Bishop, and from that time it has proceeded as it will continue to proceed with the greatest rapidity which the nature of the work and the conditions imposed upon the company will allow.—Hilo Tribune.

## INTIMATE STRANGERS.

Suppose a man to have lived fifty years without ever having seen the reflection of his own face. Now lead him before a mirror and let him have a look. He will, of course, recognize the outlines and general appearance of his body; but his features will be as new and strange to him as those of a person he has never before met. Yet he has worn that mask all his life; he has touched it with his hands times beyond counting; has by means of it expressed the feelings and passions of half a century; has heard its peculiarities remarked upon by others—yet, bone of his bone and flesh of his flesh as it is, the glass presents it to his gaze as a novelty. Fortunately Nature has so made us that we are commonly satisfied with our looks, otherwise this man might curse the hour he first beheld his own countenance.

On a page of a book which lies on my table this bright morning is a picture which—were it published without title or description—probably the most of us would not understand; yet the original is vitally important to every human being. No mirror throws back its structure to the eye, nor has the owner ever laid hands on it. Nevertheless its name is daily on our lips, and on its faithful performance of duty and on its faithful performance of duty.

**4-POUND CATALOGUE FREE!**

THE NEW CATALOGUE OF THE SEARS, ROEBUCK & CO. (INC.) IS NOW BEING SENT FREE TO ALL WHO WRITE FOR IT. IT CONTAINS A COMPLETE LIST OF ALL THE GOODS WE SELL, AND IS A MOST INTERESTING AND VALUABLE BOOK. IT IS A MUST FOR EVERY HOME. IT IS A MUST FOR EVERY BUSINESS. IT IS A MUST FOR EVERY MAN, WOMAN AND CHILD. IT IS A MUST FOR EVERY ONE WHO WANTS TO KNOW THE LATEST FASHIONS AND THE LOWEST PRICES. IT IS A MUST FOR EVERY ONE WHO WANTS TO SAVE MONEY. IT IS A MUST FOR EVERY ONE WHO WANTS TO KNOW THE LATEST FASHIONS AND THE LOWEST PRICES. IT IS A MUST FOR EVERY ONE WHO WANTS TO SAVE MONEY.

**OUR FREE OFFER.** Send us your name and address and we will send you a free copy of our 4-pound catalogue. It is a most interesting and valuable book. It is a must for every home. It is a must for every business. It is a must for every man, woman and child. It is a must for every one who wants to know the latest fashions and the lowest prices. It is a must for every one who wants to save money.

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**THE SEARS, ROEBUCK & CO. (INC.) CHICAGO, ILL., U. S. A.**

J. H. &amp; CO. J. H. &amp; CO.

The best at the lowest price at HOPP'S.

## The Best Results

In Furniture buying are obtainable from the house that buys at the closest market—buys only such Goods as are dependable—whose wearing qualities are known. One chair may be dear at Two DOLLARS, while another be considered a bargain at Four DOLLARS. The latter is what we call "dependable."

## We have in stock Bedroom Sets Parlor Chairs Box Couches,

that may be relied upon as being the best to be had for the money. In other words they are Goods of "known wear."

## COOL WICKER FURNITURE

is just the article for verandas, bed, and sitting room. See our display just o hand.

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## Hawaiian Gazette.

SEMI-WEEKLY.  
ISSUED TUESDAYS AND FRIDAYS

W. N. ARMSTRONG, EDITOR.

FRIDAY,.....OCTOBER 13, 1899

## A JAPANESE BOOK.

The Japanese have made a valuable contribution to the literature of international law. Sakuyi Takahashi, Professor of Law in the Imperial Naval Staff College of Japan, has published a work entitled "Cases on International Law during the Chino-Japanese War."

At the beginning of that war the Japanese resolved to put themselves abreast of the Europeans in observing the generally accepted rules governing the relations of nations, in war or peace. The contents of this book show how thoroughly they have adopted European precedents, and abandoned their own traditions.

One of the remarkable features of the Japanese radical departure from ancient European and American ways, was the abolition of the right of the capture of vessels in war upon the high seas, to share in prize money. This they did several years before this right was abandoned by the United States, for it was not until last March, that Congress passed a law forbidding the distribution of prize money.

The absurdity of the American law, which, until now, granted prize money to the captors of war and mercantile vessels, but gave nothing to the captors of lands and cities, was illustrated in our war with Spain. Admiral Dewey at Manila, and Admiral Sampson at Santiago destroyed or captured Spanish fleets. They and the crews of their ships are entitled to and will receive prize money for these captures, and the Admirals will be made comfortable out of their shares. But the officers and men, who fought at San Juan and have been wading up to their arm pits in the swamps of Luzon and have captured many towns, are entitled to no prize money. Relatively, there is gross injustice in this. The exposure of the soldiers to hardships, disease and discomfort, was more severe than the exposure of the sailors.

In former days the soldier's reward was found in permitting him to sack or loot the houses of the conquered people, but open and lawful looting is now forbidden. The letters from soldiers in the Philippines concede that some property is carried off from the captured towns, but there is no money in it.

The law which awarded prize money to the sailor was, after all, an insult to his patriotism. It assumed that he, commander or Jackie, would do better fighting if he saw any money in a scuffle. This assumption was true, when crews were secured by the press-gang, and the commanders were court favorites. That this idea should exist so long in our own navy is evidence of the strong force of habit and custom.

## MEXICAN PROGRESS.

President Diaz of Mexico is operating his Benevolent Despotism with extraordinary success. Law and order, which are the conditions of progress, he has established. The Law is not Anglo-Saxon law and it is the law which would be repudiated in American courts. It is his own law, secured by intelligent, suitable and most effective political machinery with little regard to the opinions of the people. But he is wise enough to make it wholesome and good law, and better than the people could frame, if they became the law makers themselves. Instead of building Mexican civilization from the bottom upwards, he is building it, contrary to the theories of Democracy, from the top downwards. The people are not educating themselves in the science and practice of self-government. He is however educating them to expect and respect good government, by putting before them the daily operation and spectacle of peace and order. By the law of political morals, he constantly does wrong, in order that he may do right. He bridges the dangerous stream of political ignorance with the beams and girders of error, and then leads Virtue in a triumphant march over them. Here is an instance. It is said in one of the eastern journals:

"Brigandage, formerly the curse of Mexico, has been practically suppressed. The tourist may now travel through the country in perfect security. Perhaps the most remarkable feature of this change is the fact that some of the worst brigands of former days have been appointed by President Diaz to the responsible positions of Chiefs of Police in the districts which they formerly terrorized, and have been made directly responsible for the preservation of law and order in their bailiwicks."

Prof. Agassiz while visiting in these islands, several years ago, said that he was well acquainted with Diaz, and while visiting a governor of one of the provinces, on Diaz's invitation was told that brigandage had been entirely sup-

pressed by shooting and hanging the brigands without trial.

In an American community, the brigand is protected by the jury trial, and is presumed to be innocent until he is proved to be guilty. Diaz discards these safeguards of liberty, because they are impracticable and there is no cohesive public sentiment in Mexico, which demands them. He teaches the value of law and order, and is the educator of the people.

The career of Diaz is, so far, brilliant and in one sense, patriotic. He is placing Mexico in the line of well ordered States, so long as he lives. But the people are not learning the principles of self-government, excepting as he incidentally teaches them what these principles are. Benevolent despotism does not deal in principles.

On the whole is not Mexico the gainer by this method of rule, even if it is denounced by theorists and lovers of popular liberty? And, on the other hand, does Diaz not show, as we have shown in these islands, that self-government is possible only within close limitations?

## AN ASTOR PEDIGREE.

The English Press continues to ridicule the genealogical history of the Astor family, as it is now publicly presented to the world by Mr. Waldorf Astor.

Having inherited one of the great fortunes of the century, Mr. Astor undertook to show that he also inherited a fine pedigree. He paid for an elaborate investigation and the kindly investigator ran him back to one Pedro D'Astorga, who lived in 1085, and was granted by a Spanish Queen the arms of a "falcon argent on a gloved hand."

The inventive investigation continued his line through the centuries, down to John Jacob Astor, who was born in 1763, emigrated to America and married Sarah Todd, a name neither Spanish or aristocratic. Having posted up this remarkably long pedigree before the British public, the noted genealogist Lathrop Whittington looked at it, carefully examined it, and declares that there was the falsifying of a date in the record, and that Mr. Astor has no illustrious ancestors, unless he can pick one off the branches of the plebeian Todd family tree. Moreover it is shown that the father of John Jacob Astor was a butcher, and not a chivalrous party, plumed and riding a prancing horse.

In publishing his pedigree, Mr. Astor has only followed the example of his own countrymen, who have within the last few years, published innumerable books containing their pedigrees. And some of these pedigrees are worthy of being preserved. "He who boasts of his ancestors, boasts of what he owes to others."

Mr. Astor has failed, however, in producing evidence of blue blood in his veins, and he must continue to bear the burden which his fortunate ancestor cast upon him of wearing a coat of arms, on which is a field argent, with the figure of a white man selling a bottle of whiskey to an Indian.

Mr. Astor is condemned because he has abandoned his American citizenship and become an English citizen. No one can criticize him any more than he can criticize a number of intelligent and reputable American citizens who abandoned their homes in America, "the land of the free, etc.," abandoned the flag, settled here and swore allegiance to Hawaii. To be sure it was said that they did not abandon their allegiance to the United States. But the United States knows no straddling patriotism, which, like the circus athlete, rides two horses at the same time.

Mr. Astor changed his allegiance because it was for his advantage to do so. He had consciously walked into the muddy waters of political life in New York city, because he believed that it was the duty of the men of wealth to devote themselves to public affairs. Those who saw him receiving in the parlors of his fine residence on Fifth avenue innumerable delegations of the "boys" who filed in and demanded money for the organization of "Astor clubs," knew the bitterness of his experience, the coarseness of his experiment, and the indifference of the respectable citizens in political affairs. When he came out of the muddy waters, he scrubbed and washed himself, and abandoned political life forever, as, unfortunately, so many of the most promising and capable men of America refuse to enter it, because it means the loss of a tranquil and refined life, and the standing of a sensitive man out in the open spaces, with a crowd of blackguards bawling at him.

Mr. Astor should have shown a more abiding faith in the destiny of his own country, and, outside of political work, he could have done very good in the preparation and making of good citizens, who, in the times to come would not train with the "boys." He lost his faith in the magnificent destiny of his country, and casts his lot with a social class in England, which, in its wealth, power and intelligence is, from a worldly point of view, the highest in the world.

## A WASTED OPPORTUNITY.

Judge Henry R. Hilton, who recently died in New York city, was noted for two incidents in his life, the possession of a large estate which had been left by the dry goods millionaire A. T. Stewart, and the issue of a peremptory order forbidding the entertainment of Jews at the hotel he owned in Saratoga Springs.

He had been for some years one of the judges of the Higher Courts of New York city, but finally became Mr. Stewart's legal adviser and confidential friend. Mr. Stewart, who was childless, had thought of many ways of disposing of his great estate in charitable uses, but, as he said to his friends, he could make money, but could not give it away. He had little confidence in the trustees of charitable institutions, because he said that they were "good, but incompetent men." He finally, however, built a magnificent structure for the accommodation of working women, but refused to complete it, because he was told that the scheme could not be made successful. Judge Hilton was not a philanthropist, and he made Mr. Stewart a skeptic in the general charitable work of his time. But Mr. Stewart had his millions and was childless. He was a reader and an excellent Greek scholar. The disposition of this great estate weighed upon him. He read, and thought and doubted over the subject for some years, and died, leaving the estate mainly to his wife who was a simple minded, benevolent woman, who naturally placed implicit confidence in Judge Hilton. She urged that the building for the working women should be finished, and the plan for its use be executed. Hilton reluctantly consented in order to humor her. It was finished and opened to young women. But it remained nearly empty. The rules for the government of those residing in it were harsh. No competent superintendent was engaged, and after six months of trial, the building which should have been one of the noblest works of beneficence in the city, was converted into the Park Avenue hotel. Hilton had persuaded Mrs. Stewart to believe that the working women did not appreciate the value of the opportunities given to them, and she yielded. The working women needed information and encouragement to enter and live in a building, where they would be governed by rules which were wholesome but in some respects irksome. The experiment was stopped before it was fairly tried. Hilton had no faith in his success. The subsequent successes of other philanthropists in carrying out such a benevolent and profitable scheme, showed that he was in error.

He undertook to carry on the great commercial business which Mr. Stewart had created. But, directly and indirectly, he failed in it. The firm which took the business was managed largely by his son, and on its failure the son was found to be indebted to the father for over \$4,000,000.

Judge Hilton had, by public notice, excluded the Jews from the Grand hotel in Saratoga. He made no exceptions. The Jew mercantile houses of the country resented the order and to a large extent refused to trade with his business house. He professed to despise their trade, but the trained men in his employment, saw the knife of the Jew at the throat of his business and it was seriously injured by the loss of their trade.

Some of the prominent and educated Jews said, years afterwards, that this order of exclusion put the intelligent Jews on their mettle. It called their attention to the fact that the most of them had suddenly risen from the ranks of poor immigrants, without "advantages," and taught them that good manners were indispensable, if they wished to make social progress. Some of the liberal Jews said that Judge Hilton had lost his Jewish trade, but that he had aroused the Jews themselves to a just sense of what prosperous American citizens ought to exhibit in the way of good breeding.

Mr. Stewart founded Garden City on Long Island. The Episcopal Cathedral erected with his money, is one of the most attractive architectural buildings in America and its choral service is unsurpassed. Judge Hilton encouraged Mrs. Stewart to make ample provision for his care. It is about all that represents one of the great American fortunes. Had Hilton been a man of large views, this fortune would have been consolidated into one of the noblest and largest charities in America. Neither Stewart or Hilton had, from their childhood, been trained in the practice of spending money for good uses. Rum and Vice did not dissipate this great fortune. But ignorance did, and ignorance is the chief of staff in Satan's military household.

## A DISCRIMINATING LAW.

The legislature of the State of Indiana recently passed a law that no white person, under penalty of punishment, may marry a negro if she has more than one-eighth of negro blood in her veins.

Before the Civil war the laws of nearly all the northern States forbade

the marriage of a white with a black, and many of these laws remain unrevoked.

This is an excellent illustration of the need of some flag waving on the Mainland. There is a suggestion of irony, in attempting to make the people of Porto Rico, Cuba and the Philippines better citizens, when a sovereign State, enacts a law which degrades a citizen. For the negroes is a citizen, and the 14th amendment of the Constitution was adopted to protect her race in the United States. It forbids any State to pass any law which "shall abridge the privileges or immunities of citizens of the United States." The State of Indiana forbids an educated, intelligent black woman, even if she has been graduated with the highest honors by a university, to marry a white man. This abridgment of the personal rights of an American black citizen is not due to any settled conviction that the marriages forbidden, are a detriment to the State. The social elevation of the average resident of that State is not so high as to make one believe that there is much thought given to the subject of social elevation.

But this law puts before the people of the new territories, the dangers which are before them if they are subjected to similar legislation by Congress. If one sovereign State can degrade the educated black woman, another State can degrade also. If all the States can degrade educated women, because they have dark skins, then the Federal Government may do so, if not restrained by public opinion.

The State of Indiana is in no position to shout for Expansion, when there is a crying need of moral expansion at home.

The mixing of the races may not be desirable. But the United States has disposed of that question by putting both races on the same legal footing. It is not strange that Aguirre and his friends do not understand the mystery of American civilization. They have the right to infer that Indiana represents an average community, and that this absurd, unconstitutional law of Indiana, may be applied to their own people.

There may be ethical or physiological reasons why the marriages forbidden by this law of Indiana should not take place, but if there are they have not been clearly stated by the law makers of that State.

## LABOR IN GERMANY.

Even the German sugar beet raisers are not free from labor troubles. Although the rate of wages has been gradually rising, it does not attract a sufficient number of laborers to supply the demand.

Several of the German papers have lately discussed this serious question. The beet growers are, in many places, restricted to small areas of cultivation, because sufficient labor cannot be secured. For some years these growers in planning for the work for the coming year, have regarded the labor supply as the most important item in their estimates.

In the eastern provinces of Germany laborers from Russia and Poland have been employed, but they have never given satisfaction. For the last two years the beet growers have been looking to the north of Italy for laborers. The need of laborers has, during the present year, been so pressing, the growers have now taken measures to consolidate their interests, and send agents into Italy in order to secure, next year, an adequate supply.

Perhaps Minister Damon will meet some of these German agents, while he is visiting the homes of the northern Italians.

Our planters, it appears, have been supremely "blessed" in the past in obtaining labor supplies. It is only now when these "blessings" take their flight, that they realize the bounty and almost the extravagance of the world, in dealing out to them abundant and cheap labor. While the German farmers, in a thickly settled country, have measured the areas of land to be cultivated, by the extent of the labor supply, our planters have merely opened their mouths, shut their eyes and the immigration god has fed them with a spoon, overflowing with Asiatic labor.

This period of felicity has naturally prevented them from seriously considering any question of labor supply. The annoyances of the American farmers who have been compelled to even put their wives and children into the beds; the perplexities of the German beet raisers in calculating the area of land that the labor conditions would permit of cultivation, have not been known to our fortunate planters, who merely lifted their fingers and an army of Asiatic workmen sprung from the ground.

The situation in Germany suggests that the labor question here will not be settled by flying visits to foreign States or by an exchange of telegrams with immigration agents. The labor problem now becomes one as intricate as important as the question of machinery, and it must be treated scientifically, that is, by men who know how to treat it, and do not take it up suddenly as an emergency mission. De-

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pendent as these islands have been on foreign labor, the attitude of the community, has been that of the native, "make-do," or of the Spaniards, "make-shift." It is substantially so today.

## THE PRESIDENT'S POLICY.

The President's policy, wisely guided by events in the Philippines, is now taking a more definite shape. He proposes to establish local self-government in those parts of the Islands, in which American authority is not disputed, instead of waiting until the entire territory is conquered. By doing this, he gradually wins the confidence of the Filipinos, and will be able to show to Congress some practical work. If, between the present time and the first of next January, he can show to Congress a feasible scheme of self-government in those Islands, under an American protectorate, a long and bitter controversy will be avoided not only in Congress, but among the people, who are behind Congress. In the meantime he may be aided by the collapse of the rebellion. If not, he will crush it, with "blood and iron."

## VENEZUELA.

The award by the Arbitrators, in the Venezuela dispute, has been settled and both parties appear to be satisfied. The Arbitrators simply made a compromise which the parties in interest could not make. The dissatisfied citizens of either country will blame the arbitrators. This does no harm. The affair is closed. On the whole, Great Britain seems to be the gainer by the decision. What is given to her she will keep without fear of another controversy.

The American people will approve of the award. They have, by the force of circumstances, adopted the British policy in dealing with the conquered territories, and are not so eager to pull the tail of the Lion, since their eyes have been opened.

## MORE TRANSPORTS.

The transports City of Paris and Zealandia, with the Twenty-ninth Volunteer Infantry, arrived off port last night, the latter at 11:30 and the former at midnight. The Zealandia is docked at the Oceanic wharf, while the Paris is anchored outside till daylight.

On the Zealandia are five companies numbering 515 men and 16 officers, under the command of Lieutenant Colonel Sargent, together with 40 recruits and a detachment of the signal corps under the command of Lieutenant William Mitchell. The officers of the Zealandia contingent are: Lieutenant Colonel Sargent, First Lieutenant and Adjutant Knubrough, Captains Liddell, Stern, Kennen, McGhee, Shields and Assistant Surgeon Captain Minor; Lieutenants Rensenhauser, Winslip, Pike, Wilson, Farwell, Almand, Elmore, Clark, Grimstead and Holmes. On board are also Surgeon Major Powell, Lieutenant Cheney of the engineer corps and Lieutenant Surgeon Kirk.

The City of Paris has on board seven companies of the Twenty-ninth Infantry, numbering in all about 750 officers and men, together with the headquarters staff and regimental band. The Twenty-ninth is entirely a Southern regiment and was recruited at Fort McPherson, Georgia, about two months ago. They are a fine body of men and their officers are justly proud of their command.

The Zealandia left San Francisco in company with the City of Paris on the 8th inst. at 5 p. m. and experienced a most pleasant passage down. No sickness of any kind was experienced and both officers and men are in the best of condition and spirits.

## REBEL ATTACK.

MANILA, Oct. 5.—An attack upon Parangue was made by the insurgents last night and rebel sympathizers in the town set fire to a number of buildings.

Colonel Daggett repulsed the attack and declined offers of assistance from Bacoor.

The extent of the damage done by the incendiary fires has not yet been learned.

Dr. C. L. GARTIN has been appointed a surgeon, with the rank of captain, of the First Regiment, N.G.H.

## BOERS' ADVANCE

(Continued from Page 1.)

reports that Commandant General Joubert has gone to Vryheid.

The Pietermaritzburg correspondent of the Daily Mail says he believes martial law will be declared in Natal with a view of preventing the Natal Dutch from joining the Boers.

The Standard's correspondent at Newcastle, Natal, telegraphing Monday night, says: "The forward movement of the Boer forces which threatened the Natal frontier, has been suddenly arrested. A majority of the burghers who gathered on the heights northeast and east of Newcastle have fallen back on their original base near Sandfontein."

The Daily Telegraph's correspondent at Pietermaritzburg says Commandant General Joubert's policy is defensive. Communication is interrupted beyond Charlestown, where the stores have been looted by the natives since the departure of the whites. Stories of the movements of Boers and British and of the hurried muster and dispatch of troops on both sides have come from other points. A telegram from Ladysmith, Natal, says that the Orange Free State troops have occupied and closed both passes on the Free State border, and that Commandant Albricht, chief of the Free State artillery, is proceeding in the direction of Kimberley with a considerable force of artillery. Another force of artillery, under Commandant Böning, has gone to Harrismith, while Commandant Smith commands a force of artillery en route for Kroonstad.

The latest news received from Johannesburg, filed there yesterday, indicates that the last rush of Europeans to leave the town has occurred. They crowded the trains like sardines, occupying every possible inch on the trucks. There is considerable anxiety with regard to the few who remain behind, as communication seems to be cut off.

The mining commissioner stated officially that the proclamation of September 29, relating to the protection of miners, had been withdrawn and he therefore advised all Britons to leave as soon as possible.

The British steamer Lalpooah, now in the transport service, arrived last evening at Durban, Natal, with field artillery, a hospital corps and commissariat stores from India. The troops were promptly disembarked and sent by train up the country.

The Natal authorities have announced that no more mails will be dispatched to the Transvaal until further notice. Last Friday's mail was sent back from the frontier.

A Bloemfontein dispatch says that the Orange Free State Government has gazetted an alien expulsion law and also a law forbidding the export of grain, stock and other necessities without a permit. Commandeering is proceeding there at a lively rate.

According to a dispatch from Lorenzo Marques, Portuguese East Africa, a crowd of Boers who were assembled at the Machidorp station, forced the refugee burghers to uncover, during the singing of a Boer song, and severely maltreated several Englishmen, stabbing one and kicking and trampling upon others. It is reported there also that two ladies were attacked at Paardokop station by Boers, one being struck in the face by a rifle, shoved through the railway carriage window and the other struck by her assailant's fists.

The War Office, it is reported, has received an offer from 2,000 officers and men of the Cuban army for service in the Transvaal.

Lloyd's publishes a report that gold valued at £500,000 in transit has been secured by the Transvaal authorities.

## ENGLAND FAR FROM READY.

LONDON, Oct. 3.—While constant military orders are being issued, here progress seems very slow, and it must still be weeks before Great Britain will be in a position to strike, although it is believed the British troops now at the front, or near it, are sufficient to protect British territory. The Government is certainly not showing any signs of haste in sending an ultimatum. This is probably due to a recognition that Great Britain is not yet ready to substitute force for negotiation; and the Cabinet therefore is giving the Transvaal every chance to accept the latest proposals.

## OFFERS TO ARBITRATE.

NEW YORK, Oct. 2.—A special to the Sun from Milan quotes the Courier, which says that Count Muraviev, the Russian Minister of Foreign Affairs, who is now in Switzerland, has offered to arbitrate between Great Britain and Transvaal.

## BUYING CANNED MEAT.

CHICAGO, Oct. 3.—It is reported here that the British Government has placed a large order for canned meat and tinned fruit with one of Chicago's packing concerns. It is understood the contract was let through the London branch of the house concerned and that it calls for the largest shipment of canned meats ever exported from this country.

## LARGE STAFF FOR BULLER.

LONDON, Oct. 4.—The staff of General Sir Redvers Buller, who is to command the British forces in South Africa, has been officially gazetted. It is the largest since the Crimean war.

## SOON TO BE REAR-ADMIRAL.

Captain Barker Assigned to Norfolk Navy Yard.

WASHINGTON, Oct. 2.—Captain Albert S. Barker has been assigned to command the Norfolk Navy Yard, relieving Admiral Paraguar, who takes command of the North Atlantic station. Captain Barker will become a full Rear-Admiral within a month. At present he is on waiting orders. Captain Barker commanded the battleship Oregon on her memorable cruise from New York to Manila in answer to Dewey's appeal.



## RESULT OF TWO YACHT RACES

(Continued from Page 1.)

boats, at 4 o'clock, were some five miles to leeward of the finish, that the race would have to be declared off. This was done at the time named, while the boats were still four miles away from the finish.

It was very evident from today's performance of the Shamrock that she is indeed a very fast yacht; that she is speedy in light winds, was shown by her work the first half of the first leg of the course; that she is quick in stays was amply proved by her windward work, and it is also a fact that she stands up to canvas equally well with the Columbia. In the matter of handling sails there was little to choose between the two, and if any mistakes were made it was more the fault of the flaky breezes than of the judgment of the sailing masters. Some idea of the windward work of these two yachts may be gathered from the fact that in the twelve miles sailed from the outer mark to where the race was concluded the Columbia made twenty-five tacks and the Shamrock twenty-three.

**HIGHLANDS, Oct. 5, 10:20 a. m.**—The committee and stakeboats are off the lightship. The commodore's boat Corral is passing out of Sandy Hook.

**HIGHLANDS LIGHTSHIP, 10:33 a. m.**—The Western Union cable boat, with committee, at 10:33, set signals for a course out of northeast by east.

**HIGHLANDS OF NAVESINK, 10:32 a. m.**—A tug to set the mark has just left the lightship, and is steaming straight out to sea in a southeasterly direction. The wind at the lightship has apparently shifted northwest. The boats will go off to windward fifteen miles.

The yachts are within a short distance of each other and quite close to the lightship.

**10:50 a. m.**—The preliminary whistle has been blown. The yachts are headed in the direction of the Jersey shore on the starboard tack. The Columbia is about a quarter of a mile to windward of the Shamrock. Both crews are preparing to get out spinnakers, as the boats will run off before the wind.

**MACKAY-BENNETT CABLE BOAT, 11:1 a. m.**—Both yachts set spinnakers at 11 a. m., and started for line.

**WESTERN UNION CABLE BOAT, 11 a. m.**—The starting gun has been fired.

**HIGHLANDS, 11:02 a. m.**—The yachts are sailing very slowly, being almost completely hidden in the haze, with the Shamrock apparently 100 yards ahead of the Columbia, a little to the starboard. From this point the Shamrock apparently crossed the line at 11:01:10; the Columbia at 11:01:45.

**11:05 a. m.**—The contestants are running on before the wind slowly. The Shamrock is still in the lead, but the Columbia is gaining slightly.

**HIGHLANDS, 11:11 a. m.**—The Shamrock is now about 400 yards ahead. The wind, as on Tuesday, is puffy. The Shamrock was benefited by one of these puffs.

**11:19 a. m.**—An apparently favorable puff of wind has set the Columbia upon the Shamrock's stern. The defender seems not more than 50 yards behind the challenger.

**WESTERN UNION CABLE BOAT, 11:21 a. m.**—The two yachts are apparently on even terms about three miles from the line.

**MACKAY-BENNETT CABLE BOAT, 11:40 a. m.**—The yachts are about three miles off, but can barely be seen in the haze. They appear to be on very even terms, with about 10 ship's lengths of water between. Wind light and apparently falling.

**LONG BRANCH, 12:14 p. m.**—The Shamrock is apparently in the lead.

**LONG BRANCH, 12:20 p. m.**—The weather bureau reports the wind veering in the southwest with a velocity of ten miles an hour.

**LONG BRANCH, 12:47 p. m.**—The entire fleet has passed east of this place. The yachts are dimly discernible from here, but it is impossible to say which is in the lead.

**MACKAY-BENNETT CABLE BOAT, 12:55 a. m.**—The yachts are standing on the course for the first leg south-east by south with wind over starboard quarter. Breeze unsteady and hardly strong enough to keep the Shamrock's big balloon jib full. The excursion boats are behaving well and warnings are unnecessary.

**ASSOCIATED PRESS DISPATCH BOAT SERVICE, Mackay-Bennett Cable Steamer, 1:15 p. m.**—When the Associated Press dispatch boat left the race at 12:20 p. m., the Columbia was seven-eighths of a mile ahead.

**LONG BRANCH, 12:55 p. m.**—From 12:20 to 12:55 the Columbia increased her lead on the Shamrock from half a mile to nearly a mile.

**MACKAY-BENNETT CABLE BOAT, 1:27 p. m.**—Both yachts have covered ten miles of course.

**MACKAY-BENNETT CABLE BOAT, 1:45 p. m.**—The two boats are just in sight. There is a wide distance between them. It is very hazy with little wind.

**LONG BRANCH, 1:48 p. m.**—Both yachts can be dimly made out to the southeast, seemingly headed westward. They have their balloon jib topsails, mainmasts and club topsails set. It cannot be made out in the haze whether they have their spinnakers set or not. The wind is very light.

**1:55 p. m.**—Both yachts can be indistinctly seen. They are practically becalmed.

**SANDY HOOK LIGHT, 2 p. m.**—The wind has changed to southeast and has braked up a bit.

**LONG BRANCH, 2:20 p. m.**—The Columbia has just swung around and is heading southwest. Her balloon jib topsail is snapping idly.

**MACKAY-BENNETT CABLE BOAT, 2:25 p. m.**—The steam yacht Adele reports that the yachts have covered two-thirds of the course. The Columbia is one mile ahead.

**LONG BRANCH, 2:30 p. m.**—Both boats now seem to be heading east on the starboard tack near to each other. They are both carrying balloon jib topsails, mainmasts and club topsails. The boats can hardly be seen.

**FAR ROCKAWAY, 2:34 p. m.**—A United States life-saving telephone report from Point Lookout says the yachts have not turned the stakeboat. Point Lookout is five miles from Long Beach.

**LONG BEACH, 2:45 p. m.**—Both yachts are now heading eastward on the starboard tack. They caught a light breeze, southward. The yachts don't seem from here to be more than 100 yards apart.

**SANDY HOOK, 2:50 p. m.**—It looks from here as if the two yachts have yet a long stretch to the turning buoy.

**HIGHLANDS, 2:51 p. m.**—The fog has just lifted. It seems as though the two yachts were running to the lightship before the wind and close together. Impossible to say which is ahead.

**3 p. m.**—The leading boat now appears to be a quarter of a mile ahead. They will seemingly have no difficulty in finishing within the time limit.

**3:01 p. m.**—It is impossible to distinguish distinctly the boats. The stern looks like the Shamrock, and if it is, the Columbia is leading by about a quarter of a mile. If the wind holds out the American boat appears to look a winner.

**3:03 p. m.**—The two boats have sailed apparently more than half way to the finish and look to be about seven miles from the lightship. The excursion fleet is keeping well off, giving them a good chance. They are running under spinnakers, the Columbia having hers set to port. The Shamrock's cannot be so well distinguished, but appears to be set to starboard. During the last few minutes the Shamrock has pulled up a bit on the Columbia. The boats ought to finish within the time limit.

**3:06 p. m.**—The stern yacht, which appears to be the Shamrock, has at last caught a favorable puff of wind and is somewhat overhauling the leader. The race is a very close one at this time.

**3:07 p. m.**—The leader, which appears to be the Columbia, has taken in her spinnaker and both are running now with booms to starboard and balloon jibs set.

**3:12 p. m.**—Both boats have broken out evidently the Shamrock seems to have gained a trifle. The race is very close.

**3:13 p. m.**—The two racers are about six miles from the finish.

**3:15 p. m.**—While it is impossible to seem certain that the leading yacht is the Columbia.

**3:16 p. m.**—The stern boat has the larger spread of sail, which would seem to indicate that she is the Shamrock.

**MACKAY-BENNETT CABLE BOAT, 3:20 p. m.**—The two yachts are between four and five miles from the stakeboat on the first leg, and the Columbia has apparently the best stowage way while only about 400 yards in the lead. The wind does not fill the sails and is light and irregular, with a glassy sea. The Shamrock has apparently had the best luck for the past hour.

**HIGHLANDS, 3:17 p. m.**—During the last five minutes the stern boat has pulled up on the leader and from this point appears to be only a short distance behind. It looks to be a very exciting finish.

**3:21 p. m.**—The leading yacht, which appears to be the Columbia, has taken in her spinnaker, and catching a favorable shift of wind, is fairly out-footing her rival.

There is apparently a difference of about half a mile between the two boats.

**SANDY HOOK, 3:25 p. m.**—The steam yacht Columbia has passed here and announced no race. Several yachts of the New York Yacht Club are also passing here inward bound and say no race.

### AT ST. ANDREW'S.

**Two More Impressive Weddings Yesterday.**

St. Andrew's Cathedral was the scene yesterday morning of two weddings within an hour of each other. The first was at 11 o'clock when Mr. William Fuller, manager of the Honolulu Sugar Co., Hawaii, and Miss Helen Mitchell, who arrived that morning on the Mariposa from Scotland, were made man and wife. The ceremony was performed by Rev. Alex. Mackintosh. The bride was given away by her brother Alex. Mitchell and J. H. Mackenzie was best man. Wray Taylor presided at the organ and rendered appropriate music. Miss Mitchell was a guest at the Mackintosh family residence from the time of her arrival on the Mariposa until she was married.

At high noon Mr. Emmett Newton May and Miss Rose Roth stood together in the nave of the Cathedral while the Rev. Alex. Mackintosh pronounced the solemn words which bound them together for life. The chancel was most beautifully decorated with flowers and potted plants; the prevailing colors being green and white. Sharp at the time stated above the bridal party appeared at the chancel and marched up the centre aisle while the choir of the Second Congregation, of which the bride was once a member, sang the hymn. "How welcome was the call." The bridegroom's brother, M. L. May, was best man and the bride's sister, Miss Lucy Roth, bridesmaid. Messrs. R. W. Shingis and Lewis Gear were the ushers. During the ceremony Wray Taylor played very softly on the organ a wedding song by Schucke and Schubert's Serenade, modulating into a wedding march which is always used at the marriage of any of the choir members. Part of it is sung by the choir and is very effective. A large number of invited guests were present at the ceremony. Mr. and Mrs. May will spend their honeymoon at Wailua. Both parties are extremely popular in society circles.

Read the Daily Advertiser.

## ADMIRAL DEWEY

**Given the Sword Voted by Congress.**

**President McKinley Makes the Presentation Under the Dome of the Capitol—Dinner Afterwards.**

WASHINGTON, Oct. 3.—The culmination of Admiral Dewey's triumphal home-coming was reached today in the shadow of the dome of the National Capitol. Here he received from the hands of the President the magnificent jeweled sword voted by Congress in commemoration of the victory of Manila bay. This was the official reason for the ceremony. But mere official sanction could never have thrown into the demonstration the fervor of enthusiasm that was meted out to the Admiral as he appeared before the vast audience, composed not only of all of the highest officials in the land, but of spectators drawn from every quarter of the United States. The battle of Manila bay was not forgotten, but it might be said to have been relegated almost to second place in the desire to do honor to the man who had proved himself as great a victor as before it, and who had shown in the long and trying months that followed his triumph the qualities of a statesman and a wise administrator as well as those of one fighting leader of a victorious fleet.

And enhancing these qualities was that of manly modesty, seen in the quiet dignity with which he met the occasion. This trait of Dewey's character was in evidence from the moment he reached the stand side by side with the President. He paused at this point for a moment, unwilling apparently to take the place that had been prepared for him on the right of the platform, lest he should appear to usurp the place of the Chief Magistrate. President McKinley grasped the situation in an instant and, taking his great sea captain by the arm, placed him by gentle force in that chair that had been intended for him. Later in the day, as the carriages bearing the official party drove away from the Capitol, the President vainly of cheering people, the Admiral Dewey reached almost to the breaking point. None but those nearest to him could see how he labored to repress his feelings during the address of Secretary Long, but when he arose to receive the sword from the hands of the President, no one could mistake the flash of the white gleam behind as it rose to dash away the tears before the Admiral came to the right attitude of attention before his reply.

When it came Dewey's turn to reply, his voice failed him and he made the effort twice before his lips would respond. When he did succeed his tones were clear and steady, but so low that only those nearest him could hear.

There was an exquisite comedy following the trying formalities, though it escaped all but those directly on the stand. As the Admiral closed his eyes took his seat the turn to the President and in a tone of appeal inquired: "Now, really don't you think I did pretty well for an amateur?" One of the most remarkable features of the eventful day was the ovation to Rear-Admiral Schley on the return of the party from the Capitol to the White House. His carriage was several numbers behind that of the President and Admiral Dewey, and received an ovation that scarcely ranked below that accorded to the Admiral himself.

### PRESIDENTIAL DINNER.

WASHINGTON, Oct. 3.—President McKinley, in honor of Admiral Dewey, tonight gave the largest dinner party in the history of White House social functions. Covers were laid for over eighty persons. The guests included the Cabinet, the Governors of nine states, Justices of the Supreme Court, some of the members of both houses of Congress, Army and Navy officials and others. It was a brilliant affair.

The guests passed into the Parlor, whence they proceeded to the White House corridor, which served tonight as the state dining-room, the usual room being too small for the purpose. The guests, besides the President and Admiral Dewey, included all the members of the Cabinet and their first assistants; Messrs. Alger, Cary and Bess.

## Just a Cough

This is its story:  
At first, a hemorrhage.  
At first, easy to cure.  
At last, extremely difficult.

# Ayer's Cherry Pectoral

quickly conquers your hacking cough. There is no doubt about the cure now.

For over half a century Ayer's Cherry Pectoral has been curing colds and coughs and preventing consumption.

Put up in large and small bottles.

A cure is hastened by placing over the chest one of

**Dr. Ayer's Cherry Pectoral Plasters.**

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., Agents.

former members of the Cabinet; Justice Harlan, Gray, Brown and White; eighteen United States Senators, four members of the House of Representatives, the Governors of Vermont, Massachusetts, New York, Maryland, West Virginia and Michigan, and the following: General Mills, General Merritt, General Corbin, surgeon-General Sternberg, Colonel T. A. Bingham, Rear Admiral Sampson, Rear Admiral Schley, Rear Admiral Seward, Rear Admiral Greenhoush, Captain Lamberton, Captain Mahan, Flag Lieutenant Drumby, Flag Secretary Caldwell, Senator Platt, Senator Depew, Hilary A. Herbert, General Nathan Goss, President J. G. Schurman, President Seth Low, Provost C. C. Harrison of Philadelphia, Commissioner Eight, Commissioner Ross, Commissioner Beach, Charles Dewey, George D. Dewey of New York, Colonel M. T. Herrick, Chairman William Henderson Moses.

### LOCAL BREVITIES.

Sugar 4-15; weak and nominal. Passengers by the Mauna Loa report considerable smoke issuing from the volcano.

The tramway fight appears to have commenced somewhat differently than was expected.

Officers of the army transports passing through here are being entertained nightly at the Officers' Club.

John J. Egan returned by the Mariposa yesterday after a tour of the States, combining pleasure with business.

Professor A. Marques left by the Mariposa yesterday for Sydney, where he will take charge of the Theosophical Society there.

Miss Morgan, who has been engaged as instructress in cooking by the Housekeepers' League, arrived by the Mariposa yesterday.

J. C. Cohen was fined \$500 in the Police Court yesterday, having been found guilty of evading customs duties on coffee imported here some time ago. Notice of appeal was filed.

The sale of delinquent stock of the Kamalo sugar plantation took place yesterday at noon. Nearly 7,000 shares were disposed of at prices ranging from 20 to 65 cents per share, most of it being bid in by the company.

A big catalogue giving the Chicago wholesale prices on everything in the line of groceries, drugs, dry goods, clothing, furniture, musical instruments, crockery, furnishing goods, bicycles, etc., will be mailed free to those cutting out the advertisement published elsewhere in this issue and enclosing with it 15 cents in United States stamps to Sears, Roebuck & Co., Chicago, Ill.

## Pacific Mail Steamship Co. Occidental & Oriental Steamship Co. AND Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

**FOR JAPAN AND CHINA:**  
AMERICA MARU ..... OCT. 13  
CITY OF PEKING ..... OCT. 13  
GALIC ..... OCT. 13  
HONGKONG MARU ..... NOV. 8

**FOR SAN FRANCISCO:**  
HONGKONG MARU ..... OCT. 14  
CHINA ..... OCT. 24  
DORIC ..... OCT. 24  
NIPPON MARU ..... NOV. 17  
RIO DE JANEIRO ..... NOV. 17

For general information apply to  
**H. HAKFELD & Co., Ltd.**

## The Elgin

**WORLD'S STANDARD FOR TIME KEEPING.**

Should be in the pocket of every wearer of a Watch.

Many years' handling of Watches convinces us, that price considered The Elgin is the most satisfactory of American Watches.

Cased in...  
**NICKLE, SILVER, GOLD FILLED AND SOLID GOLD.**

We have a full line and sell them at right prices.

ELGINS reach us right.  
ELGINS reach you right.

Elgins stand for what is right in time keeping and lasting qualities, and that is why we are right in pushing the Elgin Watch.

**H. F. WICHMAN**  
BOX 342.

## Wilder's Steamship Company LIMITED.

### TIME TABLE

**S. S. KINAU,**  
FREEMAN, Master.  
MOLOKAI, MAUI, HAWAII.  
NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

Commencing on or about October 2nd, next, the steamer Kinau will sail for Kuanakakal, Lahaina, Maiala Bay, Kihai, Makana, Kawaihae, Mahukona, Laupahoe and Hilo, as follows:

Leaving Honolulu at 1 p. m. on Mondays, Fridays and Wednesdays, arriving at Hilo the following afternoon. Leaving Hilo at 2 p. m. on Wednesdays, Mondays and Fridays, arriving at Honolulu the following evening. Freight will be received at Honolulu at the Kinau wharf on the day previous to sailing and on sailing days up to 12 m., for Makana, Kawaihae, Hilo, Papahou, Pepeekeo and Honolulu. Freight for Lahaina, Kihai and Mahukona and from Kawaihae and Maiala will be taken by the steamer Kilauea Hou, sailing from Honolulu on Mondays at 5 p. m. The Kinau will not take freight for ports other than those indicated above.

**S. S. CLAUDINE,**  
CAMERON, Master.  
MAUI.

Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kailua, Naha, Hana, Hamoa and Kilauea, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

**S. S. LEHUA,**  
BENNETT, Master.  
MOLOKAI, MAUI, LANAI.

Sails every Monday for Kuanakakal, Kamalo, Maunaloa, Kilauea, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers. WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignments must be at the Landings to receive their Freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers, unless placed in the care of Purser. Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, or injury to, nor delay in, the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

**C. L. WRIGHT,** President.  
**S. B. ROSE,** Secretary.  
**CAPT. T. K. CLARKE,** Port Sup't.

**Bath Tubs, Lavatories, Water Closets, Sinks, Hot Water Tanks, Radiators, Tile and General Supplies.**

Write for our estimate on anything you need. We buy all our material at Wholesale Prices. Trustworthy and Assured Sales. Our Prices are One-Half of Others. Write for free Catalogue No. 12 on all kinds of merchandise.

**CHICAGO HOUSE WRECKING CO.**  
2nd and Iron Sts., CHICAGO.

Read the Daily Advertiser.



## TRAMWAY TRIALS

### Injunction Served on Hawaiian Tramways Company.

#### MUST NOT LAY SECOND TRACK

#### Proceedings Brought Against the Company by One of Its Own Stockholders.

(From Thursday's Daily.)

The troubles of the Hawaiian Tramways Company have commenced, but apparently they have arisen from a source not dreamed of—dissension in their own ranks. T. S. Southwick, a stockholder of the company, seeks to enjoin it from tearing up and excavating King street for the purpose of constructing a second track, and from laying a girder rail bound with copper bonds on said street, and from using electric power for the propulsion of its cars along said rails by the overhead trolley system with posts erected in said street to carry the overhead wires used in connection therewith, on the ground that in so doing the company will expend large sums of money and thereby lessen the value of plaintiff's stock in said company and jeopardize his property interests therein. Whether "the fine Italian hand" of the Rapid Transit Company, as Hon. Paul Neumann facetiously calls it, is to be found in connection with the institution of this suit is a matter which the public can judge after reading the complaint.

The papers in the case were filed in the clerk's office shortly before 5 o'clock yesterday afternoon and the order for the temporary injunction prayed for was signed by Judge Perry. The papers were then sent to the Marshal's office for service, and as soon as the necessary copies were made they were handed to Patrolman Nielson for service on Manager W. H. Paine. Service was made at 8:30 p. m. and the injunction at once went into force and still holds good.

Following is a full copy of the bill and restraining order:

In the Circuit Court of the First Judicial Circuit.—At Chambers, in Equity.

Thomas S. Southwick, plaintiff, vs. the Hawaiian Tramways Company, defendant.

#### BILL FOR INJUNCTION.

To the Honorable A. Perry, First Judge of the Circuit Court of the First Judicial Circuit:

The petition of Thomas S. Southwick of the City of Honolulu, Island of Oahu, Hawaiian Islands, respectfully represents as follows:

1. That plaintiff is a resident of the City of Honolulu and is a member of and a stockholder in the Hawaiian Tramways Company, defendant herein.

2. That defendant is a foreign corporation controlling and operating a street railway, or tram, in Honolulu, in the Hawaiian Islands, and in such control and operation occupies and uses and has the right to occupy and use a single-track tramway on King street, in said Honolulu, as well as on and upon other streets in said city.

3. That the capital of said corporation is divided into shares.

4. That on Monday, the 9th day of October, 1899, certain persons acting, as plaintiff is informed and verily believes, and on such information and belief alleges, as the servants and agents, and as for the act of said Hawaiian Tramways Company, the said defendant, commenced tearing up and excavating said King street, and are now tearing up and excavating said King street and are now tearing up and excavating the same, and are now constructing, or about to construct, another track for the occupancy and use of said Hawaiian Tramways Company in the manner herein after set forth.

And your petitioner further alleges that defendant is already occupying one track on said King street, and threatens and is now tearing up and excavating said King street for the avowed purpose of laying a second track on said street parallel with the said first track, which said track so threatened to be laid by the defendant herein is a girder rail bound with copper bonds for the purpose of transmitting electric power and that defendant threatens to use electric power for the propulsion of its cars along said rails by the overhead trolley system with posts erected in the said street to carry the overhead wires used in connection with said system; all of which acts now being done and threatened to be done are illegal for the reason that said defendant has no right or authority or power under the law or otherwise to lay said second track on King street at this time, nor to lay a girder rail bound with copper bonds for the purpose aforesaid, nor to lay a girder rail at all, nor to use electric power as aforesaid for the propulsion of its cars.

6. That in the doing of the aforesaid illegal acts, said defendant threatens and is expending large sums of money and is lessening thereby the value of plaintiff's stock in said company and jeopardizing plaintiff's property interests therein.

7. That said aforesaid acts done and threatened to be done are illegal and beyond the charter of said defendant company, and in the doing of them, said company is incurring the liability of forfeiture of its said charter and the interest of plaintiff in said company is thereby being jeopardized by the said illegal acts.

8. That it would be vain and useless for plaintiff to appeal to the board of directors of said company for redress in the premises for that plaintiff is informed and believes it to be true and upon such information and belief alleges that a majority of the stock of

defendant company is owned and controlled abroad, and that a majority of the board of directors of said company have been given and are assuming power to act in all matters in the premises, and such majority are acting in the prosecution of the aforesaid illegal acts, and are so acting with the consent and approval and under the control and authority of the foreign holders of said majority of said stock. And further that your petitioner has no power to call a meeting of said board of directors, even were it not a vain and useless thing so to do, and further that said board of directors claim and assert that said aforesaid acts are legal and within the charter powers of said company.

9. And plaintiff further alleges that such acts and doings of defendant both actual and threatened, are ultra vires and contrary to equity and good conscience and that if such acts are allowed to proceed this plaintiff will suffer irreparable loss, damage and injury, and that plaintiff has no plain, certain, complete or adequate remedy at law.

Wherefore plaintiff prays that an injunction order may issue forthwith under the seal of this honorable court directed to said defendant, its servants and agents enjoining and restraining them, and each of them, from tearing up and excavating on said King street for the purposes aforesaid or from laying any additional or new track or portion thereof along or upon any part of said King street, and from laying any girder rails bound with copper bonds for the purpose of transmitting electric power for the propulsion of its cars along said rails by the overhead trolley system with posts erected in the said street to carry the overhead wires used in connection with said system, until the further order of this honorable court in the premises.

That process may issue citing said defendant to appear and answer this petition and show cause, if any it has, why such injunction should not be made perpetual.

For his costs herein and for such other and further relief as shall be just and meet in the premises.

Dated, Honolulu, October 11, 1899.

Subscribed and duly sworn to.

Upon reading the foregoing petition and upon filing by petitioner of a bond of indemnity to said defendant in the sum of \$2,500, let a restraining order be prayed for issue forthwith with process as usual directed to said defendant, its servants and agents, returnable before me at any time.

A. PERRY,  
Judge of Circuit Court, First Circuit.  
Dated, October 11, 1899.

#### RESTRAINING ORDER.

The Republic of Hawaii:  
To the Hawaiian Tramways Company,  
Its Servants, Agents and Attorneys,  
Greeting:

Whereas, Thomas S. Southwick has filed his petition in the Circuit Court of the First Judicial Circuit (together with an approved bond) alleging among other things, that you now are and have been tearing up and excavating King street, in the City of Honolulu, and are now constructing or about to construct a second track for the occupancy and use, which said second track being laid or threatened to be laid, is a girder rail bound with copper bonds for the purpose of transmitting electric power, and that you threaten to use electric power for the propulsion of your cars along said rails by the overhead trolley system with posts erected in the said street to carry the wires used in connection with the said system and that such acts done, or threatened to be done, are in violation of law and of your charter rights, and if permitted would cause irreparable damage, loss and damage to the petitioner herein a stockholder in said Hawaiian Tramways Company, and the said petitioner praying that the said acts may be enjoined forthwith;

Now, therefore, you, and each of you, are hereby enjoined and restrained from tearing up and excavating said King street for the purpose of constructing a second track along said King street, and are enjoined and restrained from laying a girder rail bound with copper bonds on said King street, and are enjoined and restrained from using electric power for the propulsion of your cars along said rails by the overhead trolley system with posts erected in said street to carry the overhead wires used in connection with said system, until the further order or decrees of this court.

Witness the Honorable A. Perry, Judge of the Circuit Court of the First Judicial Circuit. Attest, George Lucas, clerk.

#### Nature's Provision For Man.

When Nature designed man she provided ample things for his preservation. Man was intended to live and be healthy on vegetation; that was the natural way. The only way to be healthy or to regain lost health is by using nature's remedy and great blood purifier—Kikapoo Indian Sagwa. This is the great Indian remedy, taken direct from nature's unerring laboratory. It is made of simple herbs, roots and barks, and always acts naturally. It searches out the disease; finds the cause of it; slays it, and restores the body to a normally healthy condition. If your liver is sluggish, if you feel dull, drowsy, or inactive; if your heart doesn't pump right, palpitates, thumps, sometimes vigorously; and sometimes faintly; if your bowels are inactive, or overactive; if your stomach fails you; if your kidneys fail to act naturally; there is still help for you if you will take Kikapoo Indian Sagwa. You must act quickly. Disease is progressive; you must stop it at once. Kikapoo Indian Sagwa will do it. Hobron Drug Co., agents for Kikapoo Indian Remedies.

The largest schooner sailing vessel built in Europe in 1898 was the Ernest Shekford of Havre, of 2,214 tons. The John Smeaton, a steel schooner built at West Superior, Mich., easily distances the French-built vessel, with a tonnage of 5,649 tons. It is thought to be the largest fore-and-aft vessel ever built.

## A REMINISCENCE

### One of the First Drafts on H. Hackfeld & Co.

Sent From Canton to S. N. Castle and Now in Possession of Levi T. Chamberlain.

Editor Pacific Commercial Advertiser: You entertained your readers last week in your issue on Monday with an account of the foundation of the mercantile house of H. Hackfeld & Co. and on Tuesday with a personal account in the history of the founder, H. Hackfeld, himself.

I have among some papers in my possession a letter from which I copy:

"Canton, March 10, 1847.  
"Rev. S. N. Castle [Mr. Castle was not a reverend], Honolulu, Sandwich Islands.—My Dear Sir: I enclose an order on H. Hackfeld of the Sarah Ann for 29½ dollars. This is to meet an order which I gave to a native girl who was picked up a few years ago at sea and happened to come into my family and resided for awhile."

"The Treasurer of the A. B. C. F. M., at the Sandwich Islands: Please pay Mele Mahiai twenty-nine and half dollars. Canton, Jan. 7, 1847."

"Please obtain the amount of the enclosed order and keep it for me; the one given to the girl please inform of the result."

"Yours truly, D. BALL."

Enclosed in the letter was a slip of paper, as follows:

"Dear Doctor: In reply to your note please to receive the annexed draft for \$29.50 on the super-cargo of the brigantine Sarah Ann, now loading for the Sandwich Islands.  
Yours sincerely, WM. PRESTON."

"Canton, 10 March, 1847."

Suspecting that my father, who had gone to China for the benefit of a sea voyage for pulmonary troubles, was in some way connected with the transaction, I inquired of other members of his family whom I met on Sunday if they knew anything about the matter. They said they did not, but furnished me a voluminous diary which he kept on the voyage. From it I copy the following:

"In the afternoon I called at the house of Dr. Ball and had an opportunity of conversing with Mahiai, the Sandwich Island female now under his care. She gave me an account of the manner of being blown off from the Sandwich Islands. She and six others, all the rest men, left Oahu in a whaleboat for Molokai. On their way they fell in with a whaling ship, which they boarded. The ship was on her way from Maui to Oahu. After stopping awhile they left again to proceed on their way. The woman became sick and vomited. Kahui, a member of Hanaele, Kauai, had the charge of the boat. They expected to see Molokai next morning, but when morning came no land was in sight, which produced great perplexity. Kahui proposed to pray. She says they had been seven days at sea when taken up by the Hopewell and were in a suffering condition."

On the back of this letter Mr. Castle had endorsed: "Received by schooner Sarah Ann, May 24, 1847; answered, 24th May, 1847, and sent by Montreal, sailed May 25, 1847." This was certainly steamer time for Honolulu in those days, and must have surprised the good Dr. Ball, who requested "please inform of the result." The Montreal was one of the packets in C. Brewer & Co.'s line still running, the same route bringing freight out for the Hawaiian Islands, and unless sufficient oil from the whaling fleet was on hand to return direct to Boston, sailing for China and taking a cargo from there round the Cape of Good Hope. Dr. Ball was therefore in luck, as in those days it might have been six months before there was a chance to inform of the result.

LEVI T. CHAMBERLAIN.

#### COURT NOTES.

The James I. Dowsett Estate, Limited, has brought a suit in equity against George R. Carter, administrator of the estate of Edward Dowsett, deceased, in the nature of a bill for specific performance. The petition recites that on the 18th of November, 1898, Edward Dowsett agreed to sell to the corporation his one-twelfth interest in the estate of his father, and received therefor a certificate of one share of the capital stock thereof valued at \$30,000. That the said Edward Dowsett died without making the necessary conveyance and the court is asked to order the administrator to make the same.

The Hawaiian Trust & Investment Company has brought an action to quiet title against Annie A. Barton and Helen A. Dunning. The property involved is an undivided one-fourth interest in the old "Canton Hotel" property on Hotel street, containing 25-100 acres.

Return of service of summons and complaint has been made by Deputy Marshal Chillingworth in the suit of W. C. Achi vs. Keopulupulu, a minor, and others. Action is brought to quiet title to the undivided share of Manono in the hui land of Waikane, conveyed by E. O. Hall and others, trustees, to Manono and twenty-two others.

a certain contract in writing dated September 7, 1889, whereby the said Oahu Railway agreed to take water from the Honolulu Waterworks, a bureau in the Department of the Interior, to be used for locomotive purposes and to pay for the same at the current rate of \$150 per annum; that defendant did so use the water continuously between 1889 and the present time and has neglected and refused to pay the same. A further claim for \$1,471.85 is made for water sold and delivered to the railway company at its special instance and request.

In the matter of the estate of Elizabeth Gilliland, deceased, the court has ordered a commission to issue to Charles T. Wilder, to take the testimony of James C. Gilliland and Charles R. Hawthorne, residing in San Francisco, in connection with the petition for the probate of the will. The estate is entirely personal, consisting of about \$5,000 worth of stocks and bonds.

In the ejectment suit of Julia A. Paxy vs. Oahu Railway & Land Company and others J. A. Magoon, one of the defendants, files an answer denying all the allegations of the complaint.

In the case of Thomas Christley vs. J. Alfred Magoon and Emmeline Maria Magoon, a bill to set aside a deed, a stipulation has been filed that the case shall be set for trial before Judge Stanley on October 19.

Before Judge Perry, in chambers, Dr. W. S. Noblitt appeared on a penal summons to answer the charge of practicing medicine without a license. Deputy Marshal Chillingworth testified to confessions made to him by the defendant to the effect that he had continued to practice since his license was revoked and George Ross, of the Interior Office, was called to show that no license had been issued since the revocation of the first one. Judge Perry concluded that there was probable cause to believe that a jury would convict the defendant and ordered him committed for trial at the coming term of the Circuit Court. Bail was fixed at \$250.

Return of service of summons has been made in the suit of Hattie S. Lewis against James J. Bryne and Paul J. Voeller, garnishees. Suit is brought to collect three promissory notes for \$30, \$73 and \$143.25, payable to Jarrett T. Lewis and endorsed to plaintiff.

Return of service of summons has also been made in the ejectment suit of Kaploani Estate, Limited, against A. S. Cleghorn. The property in dispute consists of the lot on the Waikiki road adjoining the Huestace place.

It has been stipulated that the case of Keukali vs. W. R. Castle may be set for hearing on Tuesday, October 24.

A stipulation has been filed in the case of M. F. Scott vs. J. K. Nahale in the Supreme Court that a decision may be rendered by the two remaining Justices in the absence of the Chief Justice, which shall be binding on both parties.

The annual accounts of Joseph O. Carter, as guardian of the Hardee minors, has been filed, showing receipts of \$998.12, disbursements \$834.83, balance on hand \$163.29.

#### NAMING WARSHIPS.

English Paper Highly Approves the American System.

The Pall Mall Gazette approves the American system of naming ships of war as better than the English. The magnificent class, for instance, contains not only a Majestic and a Victorious, but also a Caesar and a Hannibal. The Gazette therefore advocates copying our method of giving the name of a State to a battleship, the name of a large city to a first-class cruiser, and of a small city to a second-class cruiser, and of a naval hero to a torpedo boat. This method reveals by the name the class to which any ship belongs. The great divisions of the British Empire, Asia, Africa, America, India, etc., would furnish the names for the largest battleships. Then there might be an Irish class—the Ireland, Donegal, Limerick, Connaught, Ulster, Munster, Tyrone, and so on. Next would come the names of the counties of England, and we should hear of the Northumberland, Lancashire, Yorkshire, Sussex, Kent and others. And how fine would be the names of a lot of first-class cruisers called after the great cities of the Empire—London, Liverpool, Edinburgh, Melbourne, Singapore, and Calcutta!

#### YOKOHAMA SPECIE BANK.

Thirty-Ninth Semi-Annual Report Just Received.

At an extraordinary general meeting of shareholders of the bank, held on the 9th of September, 1899, it was decided that the capital should be increased by 12,000,000 yen, thus raising it to 34,000,000 yen; that the new shares issued be allotted to the shareholders on the register on the 31st of December, 1899, at the face value of 100 yen each; that on each of these new shares 50 per cent be paid in March, 1900; and that the balance be called up when the board of directors deems it necessary to do so.

The thirty-ninth report of this bank has just been received. It shows that the net profits were 1,155,554 yen for the past half-year. The reserve fund is 7,500,000 yen.

REV. S. A. DONAHOE.

On the 10th of December, 1887, Rev. S. A. Donahoe, pastor M. E. Church, South, Ft. Pleasant, W. Va., contracted a severe cold which was attended from the beginning by violent coughing. He says: "After resorting to a number of so-called 'specifics,' usually kept in the house, to no purpose, I purchased a bottle of Chamberlain's Cough Remedy, which acted like a charm. I most cheerfully recommend it to the public." For sale by all druggists. Hobron, Smith & Co., Ltd., Agents.

CLARKE'S B 41 PILLS  
Clarke's B 41 Pills are a powerful purgative and blood purifier. They are made of pure vegetable matter and are entirely harmless. They are sold in boxes of 10 and 25 pills each. Price, 25 cents per box. Sold by all druggists. Hobron, Smith & Co., Ltd., Agents.

## KONA COFFEE MEN

### Japanese Planters Start Their New Mill.

And Hold Their Association Meeting There. In Their Aim is to Promote the Coffee Industry.

The members of the Kona Japanese Coffee Planters' Association opened their coffee cleaning mill at Kailua, Hawaii, on the 4th inst. with appropriate exercises. The place was prettily decorated and the ceremony was most enthusiastic. The president of the day read many congratulatory letters from all parts of the Islands and many members made excellent speeches. The association was formed in the early part of this year among the Japanese coffee planters of North and South Kona for the purpose of promoting the cultivation and enhancing the quality of Kona coffee, as well as protecting the interests of the coffee planters. To accomplish these purposes they arranged with Catton, Neill & Co. of Honolulu to build the coffee cleaning mill, the construction of which was completed on the day that the opening exercises were held. The capacity of the machinery of this new mill is to furnish 5000 pounds of clean coffee within ten to twelve hours, and its first trial was successful. The mill will be run with Japanese hands hereafter. Coffee mills are not so plentiful in these islands but that the Japanese planters of Kona will boast of the splendid mill they have just had built.

## Down Again

In prices is the market for flour and feed, and we follow it closely. Send us your orders and they will be filled at the lowest market price. The matter of 5 or 10 cents upon a hundred pounds of feed should not concern you as much as the quality, as poor feed is dear at any price.

## We Carry Only the Best.

When you want the Best Hay, Feed or Grain, at the Right Prices, order from

CALIFORNIA FEED CO.

TELEPHONE 121.

## GIVEN AWAY!

OR NEARLY SO.

## OIL! OIL! OIL!

For a few days, I will sell the famous "Nye's" Spermin Oil at 15 Cents a bottle.

Will Not Gum Your Machine.

L. F. Prescott

Fort Street, near Hotel.

Dealer in Sewing Machines.

Castle & Cooke, LIMITED.

LIFE AND FIRE INSURANCE AGENTS

AGENTS FOR New England Mutual Life Insurance Co. OF BOSTON.

Fire Insurance Company OF HARTFORD

Only the highest grade of RED RUBBER is used in the Stamps made by the HAWAIIAN GAZETTE CO.

## ELEELE! Is the Name

Of our new stock of Hot Water Bottles, Bulb and Fountain Syringes.

## Durability

Especially manufactured for us and guaranteed to last longer than other Rubber Goods in this Climate.

## Guaranteed!

Have You Seen Our

## WINDOW DISPLAY?

Now is the time to replace your leaking Hot Water Bottle with a real first-class article.

For sale only by

## HOLLISTER DRUG CO.

SOLE AGENTS.



## POWELL'S BALSAM OF ANISEED

WILL CURE YOUR COUGH.

ALL THE WORLD OVER, THE BEST REMEDY FOR COUGHS, BRONCHITIS, AND ALL AFFECTIONS OF THE THROAT AND LUNGS.

UNSOLICITED TESTIMONIALS:  
"I have used Powell's Balsam of Aniseed for many years, and it has cured my cough and bronchitis many times. I can recommend it to all who suffer from these ailments."—J. H. BROWN, Esq., New York City.

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Read the Daily Advertiser.



## THE MORGAN CITY

First Authentic Account  
of the Wreck.

American Reputation for Bravery  
and Discipline in Time of Danger  
Was Fully Sustained.

The United States transport Morgan City has been wrecked on the shores of the Inland Sea at a spot some ten miles distant from the town of Onomichi, which is equidistant between the well-known Japanese ports of Yokohama and Nagasaki. A disaster which might have been a dramatic tragedy of the war, the loss of the ship, owing to favorable circumstances, has been unattended with any serious loss of life or scene of panic such as often-times accompanies the sinking of a great ocean vessel crowded, as was the Morgan City, literally to the coamings of the hatches with human beings. The manner in which the disaster has been saved from leaving the slightest stigma on the name of American soldiers looking death in the face is quite level with the reputation they have achieved and retained throughout their nation's present war troubles.

The Morgan City left San Francisco on August 10, carrying 900 officers and men of the United States regular army with 62 of a crew. The regiment represented in this large augmentation of the army in the Philippines are the Third, Fourth, Fourteenth, Eighteenth, Twenty-first, Twenty-third, Twenty-fifth, Fourth Cavalry and one company of the signal corps. Major Wittich is in command of the troops. First Lieutenant Casler is the managing commander of the ship and Captain Doris is in full command. Arriving at Kobe on Friday evening, direct from San Francisco, the Morgan City lay an hour there before proceeding on her voyage. Her course was through the Inland Sea to reach Nagasaki, where she was due to ship coal and water. A pilot was taken from Kobe, and it is stated in explanation of what befell the vessel that the pilot had been on duty without sleep for thirty-six hours on and previous to taking charge of the Morgan City.

The night of Friday and Saturday proved dull, foggy and rainy as midnight passed. The difficulties in the navigation of the Inland Sea were, however, safely passed for some hundred or so miles of the way. The ship's striking occurred at about 3:40 on Saturday morning, when, as stated, the transport was within eight or ten miles of being abreast of Onomichi. The signal of her danger was conveyed to the guard on duty by the sounding of the "slow" and "full speed astern" gongs. As it afterwards appeared, the ship was discovered to be working for the point of an island, on striking which, according to the calculation of the pilot, so it is stated, she would have ripped open her side and sunk at once in deep water, with what result to the vast ship's company can easily be imagined. It was seen that it was impossible to clear the point, so the helm was put up hard a-port and as speedily as it might. The effect of porting the helm, it was seen, would be the ripping open of the vessel's side as described. The course decided on to save this catastrophe was that of keeping the ship's head straight on to the land with the order previously given of course for full speed astern. The transport took the land with a heavy jar which awoke everybody on board and indicated that her speed must have been but about half reduced from the time the order for full speed astern was given. The grounding brought the troops on deck at once, but from all accounts there was neither confusion nor panic, nor even great alarm, from the time the ship first struck to the time when the shipwrecked men bivouacked under shreds of her canvas on the beach. The officers were around directing their men simply to obey orders, there being no immediate danger or call for excitement. These orders were taken in the spirit in which they were given and were generally observed. The land was easily seen from the ship's deck, the vessel being, in fact, to all appearance right on top of the rocks lining the shore of the island.

An examination forward with the view of determining the state of the vessel was the first step. It was found that she was not making water, and it was decided to attempt to get her back to deep water again. The engines were set to full speed astern and to aid this movement the troops were shifted from port to starboard and starboard to port alternately several times, so that the swing thus induced in the hull of the ship might assist in working her off her position on the rocks. This was finally accomplished in about an hour's time, and the big transport with her great human freight came smoothly into deep water again. The case proved the worse for the ship, however. It was speedily discovered that she now made water forward at a great rate, the shifting of the hull from its previous elevation having apparently left open a rip in her plates. So quickly was she now filling, in fact, that in only a short time nine feet of water was reported forward. It was evident to the officers that the vessel must go down at very short notice, and the decision was taken to head her straight for the sandy beach on the starboard side—several miles across the intervening channel. All the way to this beach the ship was drawing down lower into the water. She slowed so quickly indeed that she was soon flooded forward, and in a short time her stern held and the room was flooded. The crew being therefore stranded on the main deck, the water was not able to rise above the level of the main deck, and the ship, being thus held, there was no undue commotion or confusion, the previous good order and discipline prevailing to the end. The vessel got

upon the sand and left sufficient free-board to ensure present safety for those on board. Meantime, while way was being made toward the shore, the boats had been got out, signals of distress shown, and a crowd of Japanese boats brought along. By the time the transport was on the land a second time it was daylight and the landing of the men, which was at once commenced, was got into operation under the most favorable conditions. The crowds of native boats which had come along to offer assistance were utilized along with the ship's own boats. The whole ship's company numbering close on a thousand in all were on shore in a few hours. In the next few hours the ship went heavily to one side. This, however, did not prevent the removal of a large quantity of stores, detachments of the men being detailed off to bring these ashore. It was in connection with this salvage work that the only casualty which has occurred in the loss of the ship took place. Toward 3 o'clock in the afternoon, when a number of the men were in the between decks and elsewhere throughout the vessel she suddenly began to slip into deep water. The men had barely time to save themselves before the hull was completely submerged. As she then lay the transport showed above water only a small part of her bow, the upper section of the masts and of her funnel. This ended the matter so far as the ship was concerned. The men on shore were receiving the best of treatment from the Japanese, and as they were able to utilize the ship's canvas for shelter, and the ship's stores, so far as saved, for food, they made out on the whole, very well. It remains to mention that the Yoshino Kan, flagship of the Japanese squadron, offered any assistance desired in the way of medical aid, while the petty officers of the ship made up a present of tobacco for each of the petty officers and soldiers of the troops on board the Morgan City. Regarding the supposed casualty the facts are that on the roll being called when matters were in some sort arranged on shore it was found that one man was missing. It is supposed that he had gone down with the ship when she finally sank.

In addition to the other manifestations of interest and sympathy it ought to be mentioned that the Japanese Red Cross Society sent along a supply of eggs sufficient to put three round to every man. Further supplies of tobacco were forthcoming and the police made such arrangements as prevented any interference or undue crowding by the people, who came to the scene in great crowds.

## KAILUA HELPED

To Celebrate the Hackfeld Anniversary.

Kona People Entertained at a Banquet—Those Present and What They Said and Did.

The H. Hackfeld & Co. fiftieth anniversary was not omitted at Kailua, Kona, where the company has a large and flourishing wholesale establishment. The hosts and representatives of the firm, Messrs. Castendyk, Hamburg and Hall, did themselves great honor in the beautiful decorations and bounteous repast which was served on the cool and breezy lanai of the store. The gentlemen in charge drew upon the resources of Kona, and the tables groaned with good things. An excellent Hawaiian orchestra discoursed exhilarating music and singing. This, with impromptu speech making, songs and toasts, made the time fly quickly into the "wee small hours." Among the toasts responded to were: "Our Hosts H. Hackfeld & Co.," responded to by J. C. Leinhardt and J. Kaelemakule, the latter being in the employ of the Hackfelds forty-five years ago, when only eight months were employed by the firm; the reminiscences were very much enjoyed by the company present; "The Ladies, God Bless Them," and "The Business Interests of Kona" were not forgotten in the eloquence which flowed from the guests present.

A large number of gentlemen were invited from North and South Kona, but many were detained on account of sickness or the court at Kohala. Among the guests present who enjoyed the hospitality of H. Hackfeld & Co. were: John A. Maguire, J. C. Leinhardt, F. W. Bartels, W. D. McWayne, Ed. Patton, J. Coe, M. F. Scott, L. S. Aungst, H. Willgeroth, W. J. Kane, H. Greenwell, E. Wallace, C. K. Tow, Dr. Achery, E. C. Beddell, Alex. Lindsay, John Kaelemakule, Thos. Ain, John Greig, F. Bucholtz, A. Hamburg, C. E. Hall, Chr. Castendyk. All present expressed the wish that "Our Hosts" should continue to prosper and celebrate the hundredth anniversary and that all guests present may join in the centennial of H. Hackfeld & Co. in Hawaii Nel.

A GUEST.  
A FAIR PROPOSITION.

"Are you able to support my daughter?" asked the old gentleman. "You know, she has pretty expensive tastes, and I don't mind saying that the burden has been pretty hard for me at times."

"That's just the point," exclaimed the prospective benedict. "If I marry her we can divide the expense."—Chicago Post.

WHY EXPERIMENT ON YOURSELF  
With remedies of doubtful utility, when you can get Chamberlain's Cough Remedy, which has stood the test of time. It cures the most violent coughs and whooping coughs, and it is a safe and certain cure for colds, influenza, and all the ailments of the throat and lungs. It is sold by all druggists and is the only remedy that has been proved to be effective in all cases. Sold by all druggists. Benson, Smith & Co., Ltd., Agents for H. I.

## INSULT TO JAPAN

Queensland's Exclusion  
of Her Laborers.

Protest to the United States Against  
Enforcement of Coast Trade  
Prohibition Law.

The following items of interest are taken from Japanese exchanges received on the Gaelic:

The Japanese residing on Thursday Island have formed an association for the purpose of protesting against the action of the Queensland Government in interdicting the immigration of Oriental laborers. The association has forwarded a strongly worded representation to the Foreign Office in Tokyo, insisting that the step taken by Queensland is an insult to Japan, and that negotiations should be immediately opened with the British Government on the subject.

At the provisional general council of the Tokyo Chamber of Commerce on the 5th inst., it was decided that the United States Government should be asked not to extend the Coast Trade Prohibition Law to Hawaii and the Philippines. An amendment by Mr. Suenoku that the American Government be asked not to follow a protective policy vis-a-vis the Far East, was lost. It was decided that Mr. Shirahashi should be dispatched from San Francisco to Philadelphia as the representative of the chamber, and a committee was appointed to consider the question of the continuance of State aid to the Yusen Kaisha.

From Kamada in Echigo comes a report that a kerosene spring of great power and volume has been tapped by a boring made at the works of the Zowu Sekiya Kaisha. Using a newly imported machine, the boring had been carried to a depth of 309 feet on the 29th ultimo, when suddenly a jet of oil spouted to a height of 35 feet. On the 31st the boring having been continued to 318 feet, there was another and still more violent outburst, and since that time the well has spouted regularly once an hour to a height of 60 feet.

A new emigration company under the name of the Pacific Emigration Company (Taiheyo Imin Kaisha) has been organized at Kobe and its inauguration was celebrated in the Otsu Kadan, Hyogo, on the evening of the 6th inst. The principal field of the workings of the new company is said to be British Canada, Peru, Brazil and the South Sea Islands.

It is well known that a considerable quantity of oranges is yearly sent out from Kishu and Samsu to other parts of the Empire. According to the Osaka Asahi, last year 224,000 boxes from Kishu and 120,000 boxes from Samsu were sent by rail to the northeastern provinces. It is reported that the crop this year in the two orange-growing districts is exceptionally good, and the quantity exported from the two districts will amount to 280,000 and 170,000 boxes respectively.

Mr. Otani, the chairman of the Yokohama Chamber of Commerce (Japanese), who proceeded to America recently to be present at the International Commercial Conference to be held at Philadelphia, will recommend that the Trans-Pacific telegraph cable should be completed without delay. A memorial to this effect has been already sent by mail.

## THE WORD

Of a Honolulu Citizen About  
Doan's Backache Kidney Pills.

Can this be so? Is it true? These are the questions which every man and woman in Honolulu suffering the torture of kidney disease asks as they read the published accounts in newspapers about medicines which claim to cure it. Whatever the conclusion arrived at, touching the truth of these cures, they can't doubt the following for it took place in Honolulu and the experiences are those of a representative citizen:

Mr. Cyrus S. Edison of Kapiolani Park, this city, says:—"I am at present a teamster and came to the Islands 15 years ago. Previous to that I drove a stage coach in the United States. These occupations, necessitating my being out at all seasons, were no doubt the cause of my kidney disorder. I had the ordinary symptoms of this complaint, and resorted to a host of things to cure it. All of them failed to do so, however, and when I had almost given up hope I heard about Doan's Backache Kidney Pills and got some at the Hollister Drug Co.'s store. They did indeed relieve me and I am quite satisfied with the benefit they have been to me."

Doan's Backache Kidney Pills are for sale by all dealers, price 50 cents per box (six boxes for \$2.50). Mailed by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

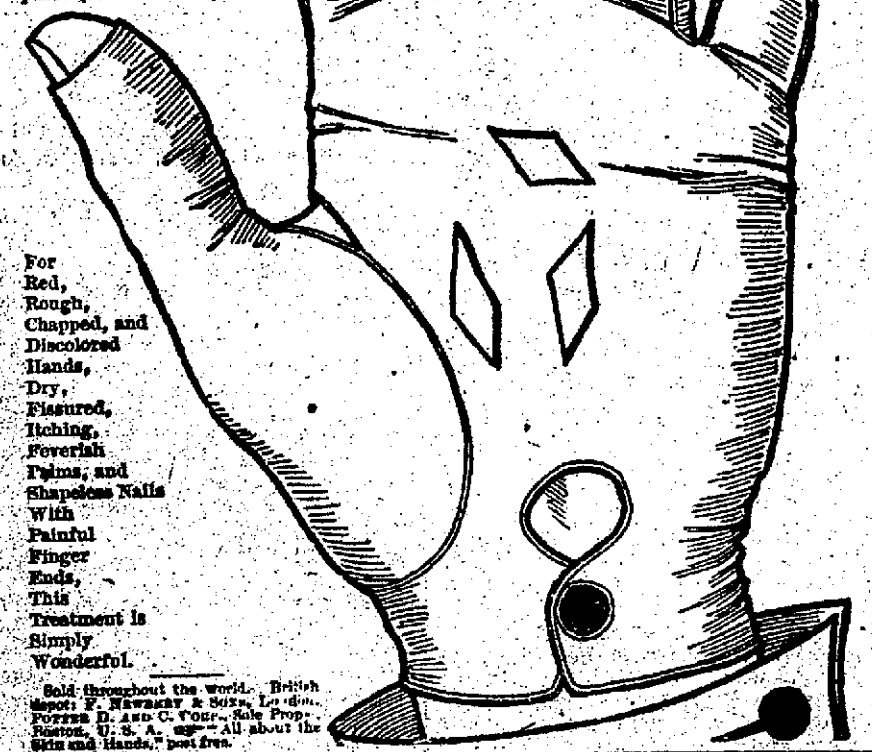
Seamen's Club.

The manager of the Seamen's Club desires to return thanks for donations of reading matter, etc., as under: Hustace, Jr., appropriate pictures; Consul General Hoare, foreign newspapers; Honolulu Library, foreign papers; Prof. Berger German newspapers; Wall, Nichols Co., periodicals, magazines, etc.; Honolulu Press office, local newspapers.

It is said that the big cable company proprietors on Hawaii are to combine on the same general basis as the local combination.

## SOFT WHITE HANDS IN A SINGLE NIGHT

Bathe and soak the hands in softening liniment, then apply CUTICURA SOAP. Dry them thoroughly, anoint freely with CUTICURA, great rest of emollients and skin cures. Wear, during the night, old, loose gloves, with the finger ends cut off and air holes cut in palms (see illustration).



For Red, Rough, Chapped, and Discolored Hands, Dry, Flaking, Itching, Fissured, Pitted, and Shapeless Nails With Painful Finger Ends, This Treatment is Simply Wonderful.

Sold throughout the world. British Agents: J. & A. G. G. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. All about the skin and hands, sent free.

## California Fertilizer Works

Office: 527 Merchant St., San Francisco, Cal.  
Factories: South San Francisco and Berkeley, Cal.

J. E. MILLER, MANAGER.  
MANUFACTURERS OF PURE BONE FERTILIZERS  
AND PURE BONE MEAL.

DEALERS IN—

## Fertilizer Materials!

OF EVERY DESCRIPTION.

Have constantly on hand the following goods adapted to the Island trade:

HIGH GRADE CANE MANURE, <> FERTILIZERS,  
NITRATE OF SODA, SULPHATE OF AMMONIA,  
HIGH GRADE SULPHATE OF POTASH,  
FISH GUANO, WOOL DUST, ETC.  
Special Manures Manufactured to Order.

The manures manufactured by the California Fertilizer Works are made entirely from clean bone treated with acid; Dry Blood and Fish, Potash and Magnesia Salts. No adulteration of any kind is used, and every ton is sold under a guaranteed analysis. One ton or one thousand tons are almost exactly alike, and for excellent mechanical condition and high analysis have no superior in the market.

The superiority of Pure Bone over any other Phosphoric Material for Fertilizer use is so well known that it needs no explanation. The large and constantly increasing demand for the Fertilizers manufactured by the California Fertilizer Works is the best possible proof of their superior quality.

A Stock of these Fertilizers will be kept constantly on hand and for sale on the usual terms, by

## C. Brewer & Co., Ltd.

HONOLULU AGENTS CALIFORNIA FERTILIZER WORKS

## Ship Chandlery.

Do You Ever Need Any?

We have all sizes of Manila Rope up to 6 1/2 in. Sisal Rope to 2 in. Wire Ropes to 4 in. Seizing Wire, Marlin, Sparyarn, Houseline, Hambroline, Ratline, and lots of other Lines even to Cod Line and Lead Lines.

All sorts of galvanized ship and boat hardware such as Cleats, Chocks, Rowlocks, Turnbuckles, Shackles, Ringbolts, Eyebolts, Chains and Anchors, Lead for keels and Trucks for mast heads and about everything that is needed between these two points CAN BE FOUND AT

## E. O. HALL & SON, Ltd.

G. N. WILCOX, President. J. F. HACKFELD, Vice President.  
E. SUHR, Secretary and Treasurer. T. MAY, Auditor.

## Pacific Guano and Fertilizer Co.

POST OFFICE BOX 484—TELEPHONE 467

We Are Prepared to Fill All Orders for

## Artificial

## Fertilizers.

ALSO, CONSTANTLY ON HAND—

PACIFIC GUANO, POTASH, SULPHATE OF AMMONIA,  
NITRATE OF SODA, CALCINED FERTILIZER,  
SALTS, ETC., ETC., ETC.

Special attention given to analysis of soils by our agricultural chemist. All goods are GUARANTEED in every respect. For further particulars apply to

DR. W. AYERMAN, Manager. Pacific Guano and Fertilizer Company.

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Pacific Guano and Fertilizer Company.

## INSURANCE.

Theo. H. Davies & Co.  
(Limited.)

AGENTS FOR FIRE, LIFE AND  
MARINE INSURANCE.

Northern Assurance Company,  
OF LONDON, FOR FIRE AND  
LIFE. Established 1836.  
Accumulated Funds .... £2,975,000.

British and Foreign Marine Ins. Co.  
OF LIVERPOOL, FOR MARINE  
Capital ..... £1,000,000.

Reduction of Rates.  
Immediate Payment of Claims.

THEO. H. DAVIES & CO., LTD.  
AGENTS

J. S. WALKER,  
General Agent Hawa. Isl.

Royal Insurance Company.

ALLIANCE INSURANCE CO.;  
ALLIANCE MARINE AND GENERAL  
INSURANCE CO.;

WILHELMIA OF MADDEBURG INSURANCE CO.;  
SUN LIFE INSURANCE COMPANY OF CANADA.

SCOTTISH UNION AND NATIONAL UNION.

Room 12, Spreckels Block.

## Hamburg-Bremen Fire Insurance Co

The undersigned having been appointed agents of the above company are prepared to insure risks against fire on Stone and Brick Buildings and on Merchandise stored therein on the most favorable terms. For particulars apply at the office of  
F. A. SCHAEFER & CO., Agts.

German Lloyd Marine Insur'ce Co  
OF BERLIN.

Fortuna General Insurance Co  
OF BERLIN.

The above Insurance Companies have established a general agency here, and the undersigned, general agents, are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms.

F. A. SCHAEFER & CO.,  
General Agents.

General Insurance Co. for Sea,  
River and Land Transport  
of Dresden.

Having established an agency at Honolulu and the Hawaiian Islands, the undersigned general agents are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms.  
F. A. SCHAEFER & CO.,  
Agents for the Hawaiian Islands.

## TRANS-ATLANTIC FIRE INS. CO. OF HAMBURG.

Capital of the Company  
and reserve, reinsurance 6,000,000  
Capital their reinsurance  
companies ..... 101,650,000

Total reinsurance ..... 107,650,000

## North German Fire Insurance Co OF HAMBURG.

Capital of the Company  
and reserve, reinsurance 8,830,000  
Capital their reinsurance  
companies ..... 35,000,000

Total reinsurance ..... 43,830,000

The undersigned, general agents of the above two companies, for the Hawaiian Islands, are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, etc.; also Sugar and Rice Mills, and Vessels in the harbor, against loss or damage by fire, on the most favorable terms.

H. HACKFELD & CO., Limited.

## North British & Mercantile Insurance Co

TOTAL FUNDS AT 31st DECEMBER, 1889,  
£18,959,959.

1-Authorized Capital-£2,000,000  
Subscribed ..... 2,750,000  
Paid up Capital ..... 1,250,000

2-Fire Funds ..... 1,750,000  
3-Life and Annuity Funds ..... 10,959,959

Revenue Fire Branch ..... 1,232,348 8 6  
Revenue Life and Annuity Branches ..... 1,012,428 10 2

£2,244,776 8 8

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

ED. HOFFSCHLAGER & CO.  
Agents for the Hawaiian Islands.



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## SHIPPING INTELLIGENCE.

## ARRIVED AT HONOLULU.

Tuesday, October 10.

Stmr. Kinai, Freeman, from Hilo.  
Stmr. Mauna Loa, Simerson, from Kau, Kona and Lahaina, Oct. 10: 9,352 bags sugar, 150 bags seed cane, 236 bags coffee, 31 head cattle, 33 hogs, 2 horses, 16 bbls. hides, and 400 pkgs. sundries.  
U. S. A. T. Charles Nelson, Anderson, 8 1/2 days from San Francisco with troops for Manila.  
Am. brig W. G. Irwin, Williams, 16 days from San Francisco: 600 tons mds, and 26 hd. stock to Wm. G. Irwin & Co.  
Am. schr. Jennie Wand, Olsen, 27 days from Seattle: lumber to Wilder & Co.

Wednesday, October 11.

Stmr. Ke Au Hou, Mosher, from Nawiliwili, Oct. 10: 4 pkgs. sundries.  
Stmr. James Makee, Tullett, from Kapaa, Oct. 10: 3 pkgs. sundries.  
Schr. Golden Gate, Pahla, 10 hrs. from Kaunakakai.  
Stmr. Lehua, Dower, 8 1/2 hrs. from Molokai.  
Stmr. Mokolihi, Sachs, 10 hrs. from Kaunakakai.

Thursday, October 12.

Stmr. Niihau, Gregory, from Eleale, Oct. 11: 244 bags taro, 4 pkgs. sundries.  
Stmr. Walaiale, Greene, from Kapaa, Oct. 11: 200 bags rice, 14 bbls. hides, 1 bbl. sheep skin, 8 pkgs. sundries.  
Am. stmr. Mariposa, Haywood, from San Francisco, Oct. 6: Passengers and merchandise.  
U. S. A. T. Rio de Janeiro, Ward, from Portland, Ore., Oct. 3, with 26 officers and 684 men of the Thirty-fifth United States Volunteers.  
Jap. stmr. Toyo Maru, Tomita, from Japan with laborers.  
Stmr. Elihu Thomson, Whitney, from Seattle, with merchandise to H. W. Terhouse & Co.

## SAILED FROM HONOLULU.

Tuesday, October 10.

Stmr. Kaula, Bruhn, Kaunakakai and Lahaina.  
U. S. transport Sheridan, Pierce, Manila.  
Stmr. W. G. Hall, Thompson, Nawiliwili.  
Stmr. Mikahala, Thompson, Eleale.  
Stmr. Maui, Macdonald, Kahului.  
Stmr. Kilauea Hou, Mahukona.  
Schr. Ada, Moses, Hanalei.

Wednesday, October 11.

Stmr. James Makee, Tullett, Kapaa.  
Stmr. Helene, Parker, Papaaloa.  
Stmr. Kinai, Freeman, Hilo.  
Am. schr. Winslow, Birkholm, Port Townsend.  
Am. bk. Annie Johnson, Nelson, San Francisco.

Thursday, October 12.

Am. bk. S. G. Wilder, Jackson, San Francisco.  
Stmr. Kilauea, Thompson, Lahaina.  
Stmr. Ke Au Hou, Mosher, Makawili.  
Stmr. Mokolihi, Sachs, Kamalo.  
Schr. Golden Gate, Pahla, Kihel.  
Stmr. Lehua, Dower, Kaunakakai.  
Am. stmr. Mariposa, Haywood, Sydney.  
U. S. A. T. Glenogle, Jones, Manila.

## ISLAND PORTS.

MAHUKONA—Sailed, Oct. 6, Brig. Consuelo, Page, for San Francisco, with 7,387 bags sugar, 899,977 lbs. value, \$36,593.20.

HILO—Arrived, Oct. 4, Am. schr. Emma Claudina, Nielsen, 32 days from Tacoma, 265,815 ft. lumber, to Hilo Mercantile Co.

HILO—Arrived, Oct. 7, Am. schr. Allen A. V. Iverson, 34,141 ft. lumber and 2 donkey engines, to Hilo Mercantile Co. In port—Amy Turner, Emma Claudina, Allen A. Due—Bk. Roderick Dhu, schr. Nokomis.

## MEMORANDA.

Per stmr. Mariposa, from San Francisco, Oct. 12—Left San Francisco October 6, 12:10 a. m.; arrived Honolulu October 12, 4:15 a. m.; time, 6 days, 6 hours, 35 minutes. Experienced smooth sea and fine weather all the way.

Hackfield & Co., Ltd., yesterday received a letter informing them that the America Maru will leave San Francisco on the 14th, and will arrive here on the afternoon of the 20th. As both the City of Peking and Rio have been taken off, this will be the next regular mail steamer from the Coast.

## LATEST FREIGHTS AND CHARTERS.

Ottile Fjord, Am. schr., 247 tons—Lumber from Gray's Harbor to Honolulu, by American Mill Co.

J. D. Spreckels, Am. bg., 253 tons—Past and mds, San Francisco to Honolulu in Oceanic S. S. Co.'s line, by J. D. Spreckels & Bros. Co.

St. Nicholas, Am. sh., 1,687 tons—Coal from Departure Bay to Honolulu. Fort George, Haw. sh., 1,613 tons—Past and mds, San Francisco to Honolulu in Planter's Line, by Welch & Co.

PORT TOWNSEND—Arrived, Oct. 1, bk. Empire, from Honolulu. Sailed, Oct. 1, schr. Nokomis, for Honolulu.

TACOMA—Sailed, Oct. 2, schr. O. M. Kellogg, for Honolulu.

AUCKLAND—Sailed, Oct. 2, stmr. Moana, for Honolulu.

NANAIMO—Arrived, Oct. 1, bk. C. D. Bryant, from San Francisco for Honolulu.

GRAY'S HARBOR—Sailed, Oct. 2, schr. Chas. R. Wilson, for Honolulu.

YOKOHAMA—To sail, Oct. 3, stmr. Daing Vostok, for Honolulu.

SEATTLE—Sailed, Oct. 1, stmr. Elihu Thomson, for Honolulu.

SAN FRANCISCO—Arrived, Oct. 2, sh. Fort George, from Honolulu; Oct. 2, stmr. Victoria, from Honolulu.

Sailed, Oct. 2, bk. Irmgard, for Honolulu, bk. Roderick Dhu, for Hilo; Oct. 2, schr. Mary E. Foster, for Honolulu; Oct. 4, bk. Ruth, for Kahului.

The brig W. G. Irwin is in the stream, having arrived with general cargo and live stock last evening. Her popular Mate Smith is again on board, having fully recovered from his previous indisposition.

## PASSENGERS.

## Arrived.

From Hawaii and Maui, per stmr. Kinai, Oct. 10.—H. P. Baldwin, Mrs. H. Morrison, Miss J. Leander Center, L. Merle and wife, O. G. Traphagen, Master W. H. Mahukane, C. K. Hyde, Mrs. H. McMillan, P. Gibbs, A. Mitchell, W. H. Russell, E. Wilhelm, Rev. E. G. Silva Rev. J. M. Lydgate and wife, E. W. Barnard, wife and child, A. A. Braymer, A. G. Correa, E. P. Dole, Palmer P. Woods, Mrs. Cottrell, C. H. B. Fowler, Will E. Fisher, Awana, wife and 3 children, C. C. McCall, E. Hughes, H. P. King and 128 deck passengers.

From San Francisco, per brig W. G. Irwin, Oct. 10.—Mrs. A. R. Garey, A. R. Garey Jr., M. C. Garey, Miss F. M. Garey, Mr. and Mrs. A. R. Hancock, M. C. Hammond.

From Kona, Kau and Lahaina, per stmr. Mauna Loa, Oct. 10.—Mrs. J. Dowsett, Miss Dowsett, Miss A. Dowsett, Dr. McMillan, Miss McMillan, Miss J. Pickard, Miss Suter, Mrs. Elenaka, Dr. H. A. Lindley, J. M. McCheesney, E. O. White, Mr. Evans, W. G. Hall, Dr. Hayashi, Mrs. Kauka, Miss Beard, Miss Kennon, J. M. Lewis and wife, Mr. Dickens, J. S. Kennedy, G. H. McDonald, W. H. Cornwell and 98 on deck.

From Nawiliwili, per stmr. Ke Au Hou, Oct. 10.—Mr. and Mrs. R. T. Purvis and 2 children, H. Morrison.

From Kapaa, per stmr. James Makee, Oct. 10.—John Bowler, 6 deck passengers.

For Kapaa, per stmr. James Makee, Oct. 11.—Ng Fawn.

From Molokai, per stmr. Lehua, Oct. 11.—Geo. Robertson, Mr. Blackie.

From San Francisco, per stmr. Mariposa, Oct. 12.—For Honolulu—Mrs. F. C. Aldrich, J. E. Alexander, Miss M. Ash, W. O. Atwater, E. Bell, A. Black, Mrs. Thos. S. Campbell, Miss E. C. Campbell, Clay Clement and wife, J. E. Crew, Mrs. E. W. Davis, B. S. Denison and wife, Mrs. B. H. Dorcy, T. F. Dredge, O. Eastwood and wife, J. J. Egan, Miss B. Foltz, E. Halstead and wife, Jas. Hardy, T. J. Higgins, H. A. Isenberg, Jno. Kidwell, Miss Killeen, H. Longton, H. G. Lonsdale and wife, Mrs. W. H. Loomis, A. C. Lovekin, W. H. Lowden, Miss Lowden, Miss Agnes Smith, Mrs. T. H. Macdonald, Mrs. D. G. Mackay, Miss M. Marshall, Miss K. McIntyre, F. McQuarry, R. C. Medcraft, Miss H. T. Mitchell, Mrs. Frances Montrose, Miss A. B. Morgan, D. Mullen, O. Norbett, E. E. Paxton, R. H. Pratt and wife, Arthur Renton, Miss Renton, T. B. Richards and wife, A. S. Riddle and wife, J. De Roca, J. F. Soper, W. J. Spotswood, Miss E. Thompson, H. M. Tibbey, E. J. Waterman, A. J. Watt, D. Wells, Chas. Willard and wife, J. E. Williams, Miss E. Hunter, J. Hunter, A. Hunter, Mrs. Arleigh, Miss Phoebe, Geo. A. Marshall, Miss Leesard, F. W. Tennant, T. Smith, Mrs. McLean and son, J. E. Felt, F. Lumine, G. L. Samson, F. Peria Rose, M. C. Peterson Jr., J. M. Tucker, Mrs. Jno. Schulte, R. Menaugh, J. Link, G. Tubner, W. Speller, H. S. Costin, H. Antousen, Chas. Tannies, Chas. Roth, Jas. Doyle, H. Slettedal, B. F. Owens, J. J. Ker, W. W. Fawcett, W. S. Brown, Mrs. D'Amelia and daughter, I. Rosenberg, A. R. Morrison, Mr. Isabel, Miss Isabel, For Auckland—W. S. Allen and wife, W. T. Murray, W. S. Sanderson and wife, W. H. Webster, For Sydney—H. F. Barry and wife, John Cooke, T. M. Fletcher, Miss K. K. Fraser, Montgomery Gibbs, W. L. Hendricks, J. Lester, T. Miller, M. Nathan, Otto Ringel, Duncan Rose, E. A. Sanford, Percival Duncan, wife and child, Mrs. S. F. Sheffer and infant, S. Smith, L. A. Strauss, A. Thompson, Campbell Vance, H. P. Wellman, Mrs. M. Kerr, H. Collam, F. Spence, M. J. Hewett, Miss Stutard, Miss Shanahan, J. Sheerin and wife, B. Giovanna, Thos. Flynn, Miss Cosgrove, C. McDonald, J. M. Kingsborough, W. J. Slattery, Jno. Slattery, W. Rutledge, Mrs. C. McGoldrick and child, Miss Ada Kingsley, H. Baxter.

## DEPARTED.

For Kahului and way ports, per stmr. Maui, Oct. 10.—Kahului—Mrs. W. J. Lowrie, W. J. Lowrie Jr., Miss Davidson, Mr. Maddox, N. J. McLeod, Mr. Takahashi, Ah Young, L. W. Ma. Lahaina—Mrs. Taylor, Mrs. Dickerson, Mrs. E. Haneberg, Keanae—Mrs. Higgins, Kipahulu—Geo. Barker, Hana—D. H. Lewis, wife and child.

For Nawiliwili, per stmr. W. G. Hall, Oct. 10.—W. H. Rice, W. B. McLean, H. N. Crabbe, C. K. Chow, Y. Tanaka, J. Cowan, F. Carter, C. M. V. Forster, H. Frohlich and wife, Y. Akana, J. S. Alves, C. Wah, Kolohalo, D. B. Macdonachie, J. Robinson, C. Ah Chong, A. Wiell, J. M. Lydgate.

For Makawili, per stmr. Mikahala, Oct. 10.—A. Cropp, J. Scott, J. Jorgensen, C. N. Sanden, J. A. Akina, J. R. Spencer Jr.

For Lahaina, Hilo and way ports, per stmr. Kinai, Oct. 11.—T. F. Sanborn, Rev. Mr. Van Deerlin, John Spencer, Rev. Uchiza Chizo, W. Fuller Alexander, Mitchell, President Dole, Dra. Winslow and White, P. Peck, R. R. Berg.

## Booked.

For San Francisco, per stmr. Moana Oct. 13.—R. W. T. Purvis and wife Mrs. E. A. Rowen, S. N. Fluschnier wife and child, W. Mutch, Mrs. C. F. McCall and child, Mrs. Drake, W. C. Drake, C. Hedemann, Mrs. Grau, Mrs. Howland, E. L. Nino Eddie, A. Marques, E. W. Barnard and wife.

## HONOLULU BREWERY.

Contract for a Four Story Building Will be Awarded Soon.

E. J. Waterman who has in hand the erection of the brewery here, returned from the Coast by the Mariposa yesterday morning to remain until the brewery is completed. In conversation Mr. Waterman said the building would be four stories high and the tallest in the city. The frontage on Queen street will be 105 feet and the whole structure built upon the latest and most approved plans. The building will be fireproof, being constructed of brick and steel and surrounded by an iron tank 22x14 and 10 feet high with a total capacity of 40,000 gallons. The contract will shortly be awarded.

## WHARF AND WAVE.

The bark Annie Johnson, for San Francisco yesterday, carried a cargo of 7,631 bags of sugar, 925,525 pounds, valued at \$44,079.

Charles Nelson, the wealthy shipowner of San Francisco, first came to the Coast on the old barkentine Monitor. He is part owner in over fifty steam and sailing vessels.

Guy Kelley is now in charge of the Port street wharf office of the Inter-Island Company. Willie White has moved his quarters to the general office of the company on Queen street.

The Claudine may smash all records when she leaves for Kahului next week—if she wants to. She has a new propeller of the very latest improved pattern and has been thoroughly cleaned and overhauled from stem to stern.

The new line-of-battle ship Shikishima is now in Portsmouth docks, preparatory to her public trials. It is expected that the Japanese officers and men sent to England to bring her but will take delivery of her during November—Japan Mail.

SAN FRANCISCO, Oct. 4.—J. F. Otterson, the second mate of the S. C. Allen, was drowned early Sunday morning at Mission street wharf. He had been drinking. He went on board of the Allen at 2 a. m. Having partly undressed he went on deck and, fell over the vessel's side. A launch was beside the Allen and upon the rail of this Otterson's head probably struck. His body was recovered yesterday morning.

SAN FRANCISCO, Oct. 4.—The British steamer Victoria, ten days from Honolulu, arrived late last evening and anchored in the stream. She will be pressed into the army transport service between San Francisco and Manila. Her register is 1,407 tons, and she is consigned to J. Moore & Co. of this city. Three San Francisco cargo stowed away on the Victoria at Honolulu. Two were boiler-makers. The Victoria was inspected before she started on her last voyage, and her boilers were found in excellent condition. The boiler-makers' strike, therefore, cannot delay her sailing. John Nees of Sunderland, England, is the Victoria's owner.

The United States army transport Charles Nelson arrived yesterday afternoon from San Francisco with a portion of the Thirty-second Infantry and is coaling at Irmgard wharf for Manila. She sailed from San Francisco on October 1, the same day as the transport Glenogle, and brings no later news. There are 210 enlisted men on the Charles Nelson, including a detachment of the hospital corps. They are under Major Charles E. Cabell of the Thirty-second Infantry, and First Lieutenant Russell C. Langdon of the Third regulars, quartermaster and commissary. The other officers of the regiment on board are: Captains H. A. Reed, C. D. Comfort, J. R. Hereford, assistant surgeon; First Lieutenants A. B. Schaefer, adjutant; C. S. Ralston, W. S. Weaver; Second Lieutenants B. E. Wade and A. C. Miller; C. W. Edwards and Warren Dull on board as civilian clerks. In addition to the regiment officers the Charles Nelson has six doctors on board—Army Assistant Surgeons John J. Gilbruly, Chas. R. Cattermole, F. W. Palmer, Chas. K. Mullins and John H. Mitric. There are eleven second lieutenants of various regiments, as follows: Second Lieutenants Henry N. Bankhead, Twentieth Infantry; Willis R. Coleman, Ninth Infantry; Dupont B. Lyon, Sixteenth Infantry; Arthur P. Watts, Fourth Infantry; Richmond Smith, Twelfth Infantry; Eli L. Admire, Twenty-second Infantry; Austin A. Parker, Twenty-fourth Infantry; John T. Fuller, Thirty-seventh Volunteer Infantry; Wm. F. Gwynne, Thirtieth Volunteer Infantry; Chas. L. Ballard, Eleventh Volunteer Cavalry.

## BORN.

BALDING—At Wainuku, Hilo, on Wednesday, October 4, 1899, to the wife of W. T. Balding, a daughter.

## MARRIED.

PANKRATZ-MARTENSTEIN—At Wainuku, September 7, 1899, C. S. Martenstein to Miss Emma Pankratz.

M'NICOL-BORDEN—At Hilo, Hawaii, on September 30, 1899, by the Rev. C. W. Hill, Olas, James McNicol to Amelia Borden, both of Hilo.

FULLER-MITCHELL—In this city, October 12, 1899, at St. Andrew's Cathedral, at 10:30 a. m., by the Rev. Alexander Mackintosh, William Fuller, manager of Honoum plantation, to Miss Helen Mitchell, of Portar, Scotland.

## DIED.

PAULSEN—At the Queen's hospital, Honolulu, October 7, 1899, Mrs. S. Paulsen, a native of Denmark, aged 39 years.

PHILLIPS—In Honolulu, October 10, 1899, Hon. John Phillips, a member of the Council of State, aged 57.

NOWLEIN—At Lahaina, Maui, October 8, 1899, Mrs. Samuel Nowlein, aged 49.

## ANNUAL MEETING.

THE ANNUAL MEETING OF THE shareholders of the Pepee Sugar Company will be held at the offices of Messrs. Theo. H. Davies & Co., Ltd., Honolulu, on Friday, the 27th of October, at 10 a. m.

W. H. BAIRD, Secretary.  
2115-41 Per J. C. COOK, Treasurer.

## CHAS. BREWER &amp; CO.'S New York Line.

Bark Luzon will sail from New York for Honolulu December 16, 1899, if sufficient inducements offer.

For freight apply to  
CHAS. BREWER & CO.,  
27 Killy street, Boston.  
or CHAS. BREWER & CO., LTD.,  
Honolulu.

## THE RIO DE JANEIRO.

The United States transport Rio de Janeiro, from Portland, Oregon, with six companies of the Thirty-fifth United States Infantry totalling twenty-six officers and 684 men under the command of Lieut.-Colonel Plummer docked at the Pacific Mall wharf last night at 8 o'clock after a delightful trip across.

The Rio left Portland in company with the Blk which carries the balance of the Thirty-fifth, on the 3d instant and slowly left the latter vessel.

The Rio carries the band and headquarters staff of the regiment and also twenty-one army nurses. The regiment was commissioned six weeks ago for service in the Philippines and includes four officers from the Oregon volunteers. On the first day out a soldier named McManus fell overboard and received severe internal injuries.

On the 8th, the Rio lay to for three and a half hours owing to a slight accident to her machinery.

The officers of the regiment on board are: Lieut.-Colonel Edward H. Plummer, Majors W. C. Short, Albert Laws, Julius A. Schuelke; Captains Thomas W. Darrah (Adjutant), W. L. Geary (Quartermaster), A. F. Prescott, A. J. Brazee, E. P. Crowne, E. W. Robinson, J. H. Aldrich, Captain G. I. Becker; First Lieutenants J. H. Lewis, T. B. Steele, H. N. Cootes, J. E. Harding, F. H. Cameron, E. W. Collins; Second Lieutenants W. C. Tremaine, S. M. Engle, B. Kossman, J. F. McCarthy, Roger Duval, Rhea Jackson, (12th Infantry), Doctor Fry. On board are also Surgeon Major H. O. Purley and Assistant Surgeon Fred M. Barney.

Captain Mitchell, formerly of the steamer Kilauea Hou, has been succeeded by Captain Parker, lately in command of the Lehua. Captain Mitchell will take the steamer Hawaii, now on the Hilo coast.

## GUARDIAN'S SALE OF REAL ESTATE.

Whereas, by an order made by Hon. A. Perry, Judge of the Circuit Court, First Circuit, on the 18th day of September, 1899, the undersigned guardian of the property of Edward V. Vian, Thomas Everett and Lucy Kawalohia, minor children of George E. Richardson, late of Wailuku, Maui, was licensed to sell at public auction the real estate hereinafter described.

Notice is hereby given that the said real estate will be offered for sale at public auction at the salesrooms of James F. Morgan, in Honolulu, on

SATURDAY, OCTOBER 21, 1899, AT 12 O'CLOCK NOON.

The property to be sold consists of that parcel of land situate at said Wailuku, occupied by said George E. Richardson, during his lifetime, as a family residence, and bounded and described as follows:

Beginning at the south corner adjoining the main road from Wailuku to Waikapu, and running:  
N. 39 1/2° E. 6.45 chains along land heretofore belonging to the Waikapu Plantation; thence  
N. 24 1/2° W. 1.57 chains along Langford's land; thence  
S. 87° W. 3.36 chains along Langford's land; thence  
S. 1° W. 6.24 chains along said main road to point of beginning, and containing an area of 1.55 acres; and being the same premises described in deed from W. C. Parke, assignee of the estate of Albert Barnes, a bankrupt, to said George E. Richardson, dated March 17, 1887, and recorded in the Registry of Deeds in said Honolulu, in Liber 103, Pages 295 and 296.

Terms cash; deed at expense of purchaser, and sale subject to confirmation by the court.

WILLIAM O. SMITH, Guardian.  
Honolulu, Sept. 23, 1899. 2110-3w346

## COMMISSIONER'S SALE OF REAL ESTATE SITUATE IN HONOLULU, LU, ISLAND OF OAHU.

Pursuant to an order made by Hon. W. L. Stanley, Second Judge of the Circuit Court of the First Judicial Circuit, filed the 27th day of September, A. D., 1899, in a cause entitled Rose K. Anahu, Hiram Anahu, James Anahu, William Anahu, Rose Anahu and Maggie Anahu, by Rose K. Anahu, her guardian, against Mary Kamiki, Deborah Pahan, Robert Pahan, Alex. K. Pahan, Richard Mahi Pahan, Miriam Amalu and S. K. Kane, the undersigned as commissioner duly appointed will expose for sale at public auction, subject to confirmation by the Circuit Court, on SATURDAY, OCTOBER 14, 1899, at 12 o'clock noon, at the mauka entrance to the Judiciary building, all that piece or parcel of land situate on the mauka side of Priester's lane in the City of Honolulu, Island of Oahu, the same being more fully described in a certain deed of partition made by and between Liema and Mary K. Pahan et al., recorded in the office of the Registrar of Conveyances in Liber 75, page 243, and bounded as follows:

Beginning at a point at the makai side of the lot known as Pacific Institute lot 168 feet from Punchbowl street and running:  
1. S. 72° 45' W. true 115.5-10 feet along Godfrey Brown's lot;  
2. S. 22° 45' E. true 95 feet along lane;  
3. N. 67° 15' true 125.8-10 feet along portion assigned to Liema;  
4. N. 20° 00' W. true 54 feet along the Institute lot to initial point, containing an area of 10,660 square feet; being a portion of the land described in L. C. A. 208 C. Royal Patent 5693.

Terms of sale are cash in U. S. gold. Deed at the expense of the purchaser. For further particulars apply to GEORGE LUCAS, Commissioner.

## BY AUTHORITY.

M. R. Walpole, Esq., has this day been appointed a Commissioner of Private Ways and Water Rights for the District of Wailuku, Island of Maui, vice S. Kapu, resigned.

J. A. KING,  
Minister of the Interior.  
Interior Office, Oct. 11, 1899.  
2115-3t

## DEPARTMENT OF FINANCE.

Notice is hereby given, that E. R. STACKABLE, ESQ., has this day been appointed Collector General of Customs for the Hawaiian Islands, vice Richard Ivers, Esq., resigned.  
(Signed) HENRY E. COOPER,  
Minister of Finance, ad interim.  
2113-3t

## IN THE CIRCUIT COURT, FIRST JUDICIAL CIRCUIT OF THE HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of Mrs. Elizabeth Gillilan, late of Honolulu, Oahu.

The last will and testament of said deceased having been presented to said court, together with a petition for the probate thereof, and for the issuance of letters testamentary to Archibald F. Gillilan, having been filed, notice is hereby given that MONDAY, November 13, A. D. 1899, at 10 o'clock a. m., in the Judiciary building, Honolulu, is appointed the time and place for proving said will and hearing said application, when and where any person interested may appear and show cause, if any they have, why the prayer of said petition should not be granted.

Honolulu, October 10, 1899.  
By the Court:  
J. A. THOMPSON, Clerk.

## IN THE CIRCUIT COURT, FIRST JUDICIAL CIRCUIT OF THE HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of Marie J. Sanders, late of Honolulu, Oahu, Deceased.

The petition and accounts of the administrator of the estate of said deceased, wherein he asks that his accounts be examined and approved, and that a final order be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him from all further responsibility as such administrator.

It is ordered that MONDAY, the 6th day of November, A. D. 1899, at 10 a. m., at chambers in the Courthouse, at Honolulu, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted.

By the Court:  
J. A. THOMPSON, Clerk.  
Honolulu, H. I., October 3, 1899.  
2113-3tF

## IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of John P. Parker, late of Waimea, Hawaii, Deceased.

The petition and accounts of the executor of the will of said deceased having been filed, wherein they ask that their accounts be examined and approved, and that a final order be made of distribution of the property remaining in their hands to the persons thereto entitled, and discharging them from all further responsibility as such executors, it is ordered that Monday, the 30th day of October, A. D. 1899, at 10 o'clock a. m. at chambers in the courtroom of the said court at Honolulu, Island of Oahu, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted.

Honolulu, Sept. 26, 1899.  
By the Court:  
P. D. KELLETT, JR., Clerk.

## IN THE CIRCUIT COURT, FIRST JUDICIAL CIRCUIT OF THE HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of J. C. Strow, Late of Honolulu, Oahu, Deceased, Intestate.

Petition having been filed by Ed. A. Williams, a creditor of said intestate, praying that Letters of Administration upon said estate be issued to J. S. Walker, notice is hereby given that Friday, the 27th day of October, A. D. 1899, at 10 o'clock a. m., in the Judiciary building, Honolulu, is appointed the time and place for hearing said petition, when and where all persons concerned may appear and show cause, if any they have, why said petition should not be granted.

Honolulu, Sept. 27, 1899.  
By the Court:  
P. D. KELLETT, JR., Clerk.

## NOTICE TO CREDITORS.

THE UNDERSIGNED HAVING been appointed Administrator of the Estate of Robert Grieve, deceased, hereby notifies all creditors of said Robert Grieve to present their claims, duly authenticated and with proper vouchers, if any exist, (even if the claim is secured by mortgage upon real estate) to the undersigned at his office on Queen street, in Honolulu, within six months from date hereof, or the same will be forever barred. And all persons indebted to said estate are hereby requested to make immediate payment to the undersigned.

JAMES L. M'LEAN,  
Administrator of the Estate of Robert Grieve, Deceased.  
Honolulu, Sept. 5, 1899. 2115-2t

## MORTGAGEE'S NOTICE OF INTENTION TO FORECLOSE AND OF SALE.

Notice is hereby given that by virtue of a power of sale contained in a certain mortgage dated the 12th day of August, A. D., 1890, made by J. Henry S. Martin of Wailuku, Kau, Island of Hawaii, Hawaiian Islands, to Charles M. Cooke and William R. Castle, as trustees under the will of George C. Williams, deceased, and recorded in the office of the Registrar of Conveyances, Oahu, in Liber 138, pages 337 and 338, and which said mortgage was on the 27th day of February, 1894, assigned to me, Sarah E. Williams, formerly Sarah E. Abbott, by said Charles M. Cooke and William R. Castle, trustees as aforesaid,